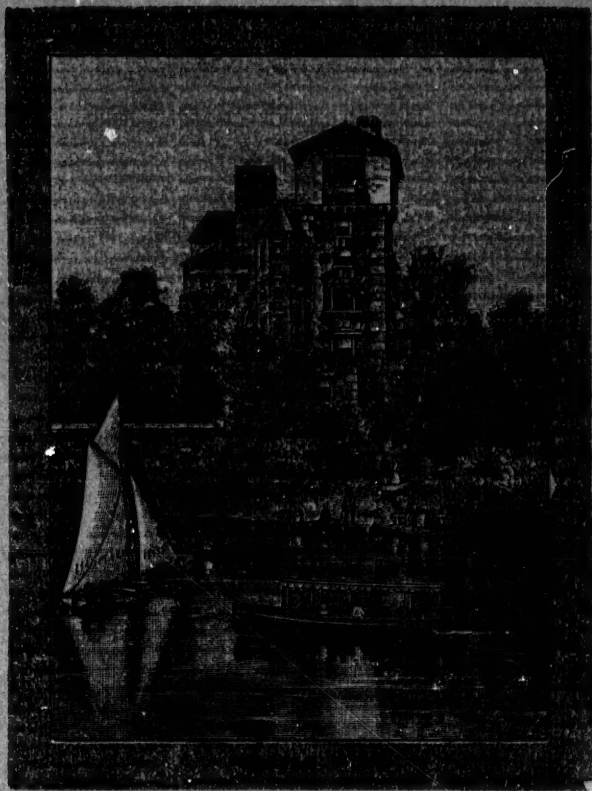




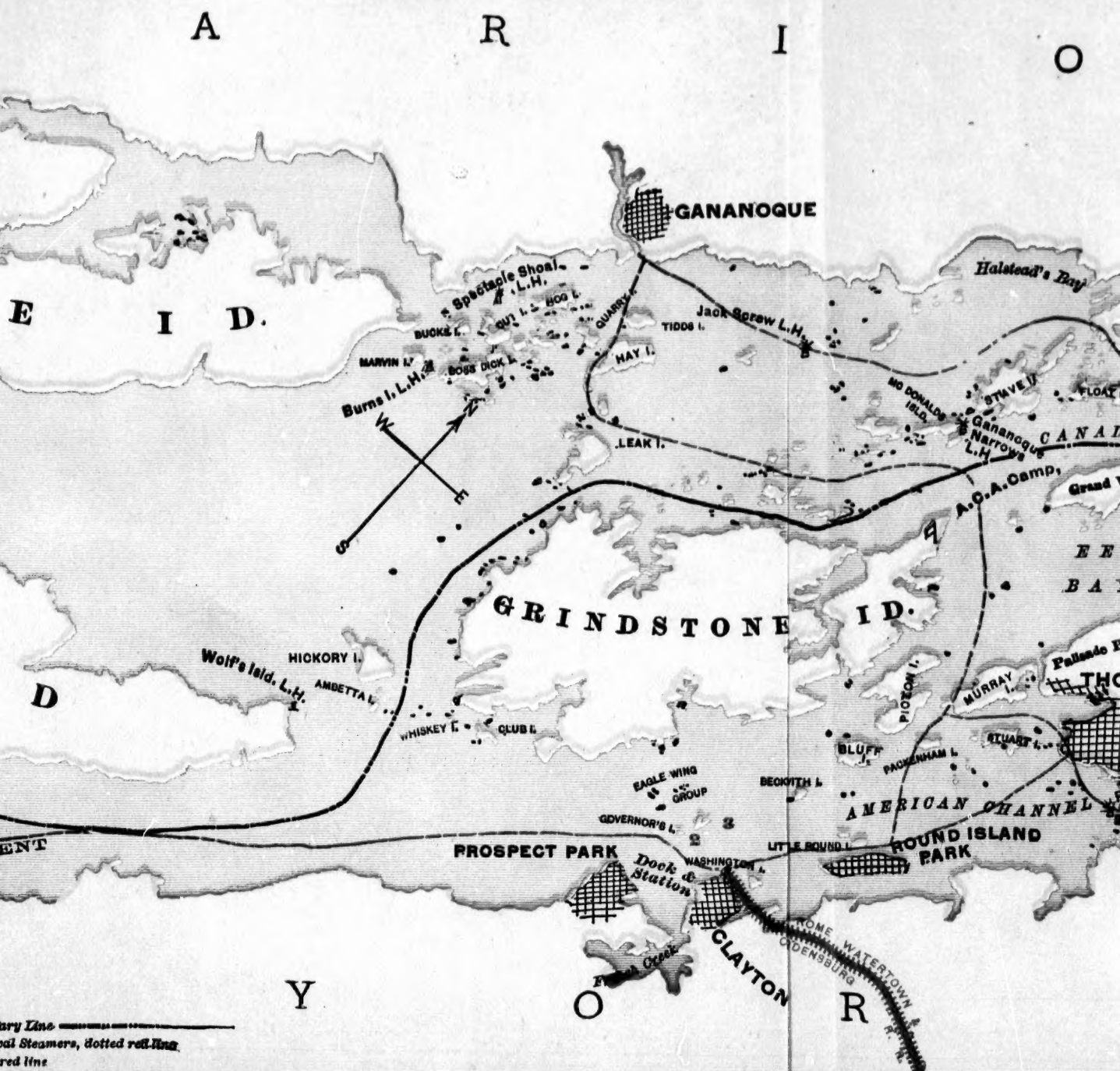
910.271
Ea 7

THE
THOUSAND
ISLANDS
ST. LAWRENCE RIVER
AND THE



~~CROSSMAN~~

910.271
Ea 76



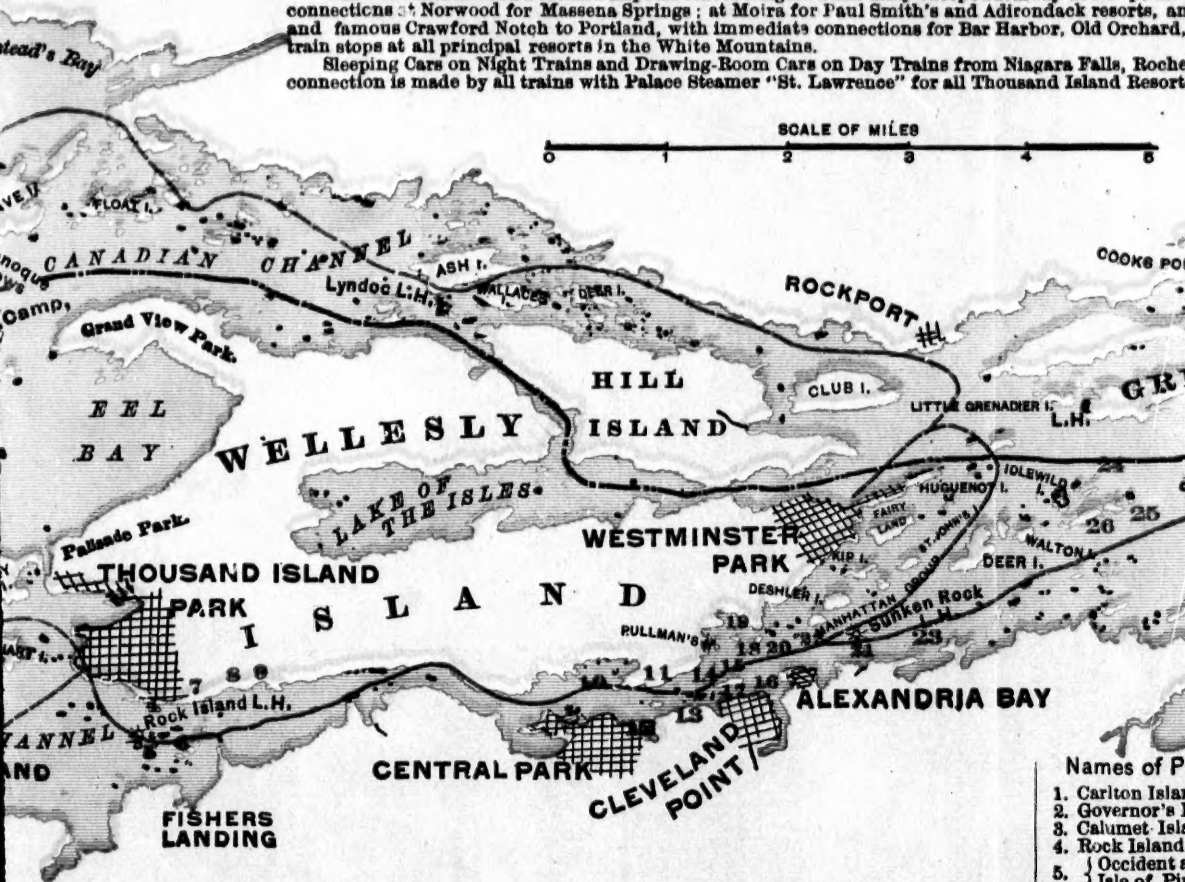
ary Line
al Steamers, dotted red line
red line

THE TOURIST'S IDEAL ROME, WATERTOWN & OGDEN

THE ONLY ALL-RAIL ROUTE TO THE THOU
THE GREAT HIGHWAY AND FAVORITE ROUTE FOR FASH

Solid Trains with Elegant Sleeping Cars leave Niagara Falls daily 8.10 p. m. for Thousand Islands with powerful steamers of Richelieu & Ontario Navigation Co. for Alexandria Bay, Montreal, Quebec and running all the Rapids of the River St. Lawrence by daylight, the most attractive trip in the world. White Mountains and Portland Express leaves Niagara Falls daily except Saturday at 8.10 p. m. connections at Norwood for Massena Springs; at Moira for Paul Smith's and Adirondack resorts, and famous Crawford Notch to Portland, with immediate connections for Bar Harbor, Old Orchard, train stops at all principal resorts in the White Mountains.

Sleeping Cars on Night Trains and Drawing-Room Cars on Day Trains from Niagara Falls, Rochester connection is made by all trains with Palace Steamer "St. Lawrence" for all Thousand Island Resort



LOCAL DISTANCES.

MILES		MILES	
Cape Vincent to Carlton Island.....	2	Cape Vincent to Alexandria Bay.....	26
" " " Prospect Park.....	13	" " " Kingston.....	10
" " " Clayton.....	14	" " " Gananoque.....	15
" " " Round Island.....	16	Alexandria Bay to Westminster	
" " " Thousand Island		Park.....	1
" " " Park.....	18	" " " Rockport.....	3
" " " Fisher's Landing	30	" " " Central Park...	2

Names of P

1. Carlton Island
2. Governor's Island
3. Calumet Island
4. Rock Island
5. Occident Island
6. Frederick Island
7. Wellesley Island
8. Waving Bay
9. Jolly Oaks

S. IDEAL ROUTE.

OGDENSBURG RAILROAD.

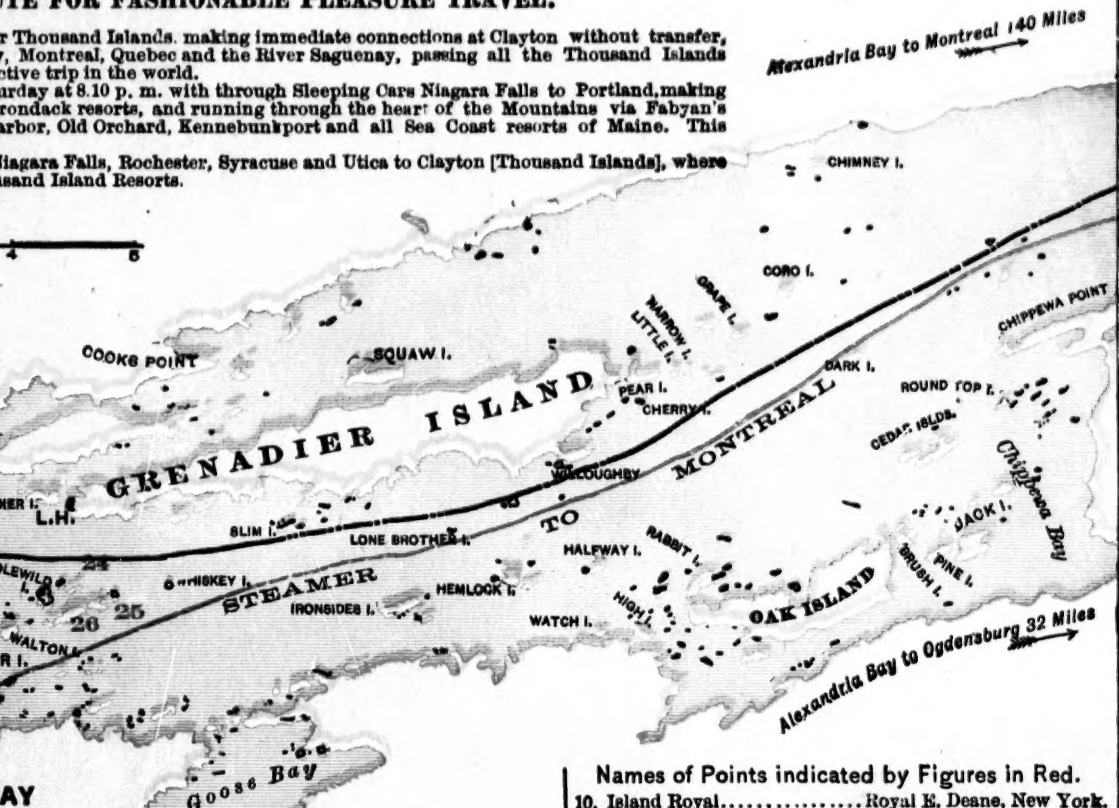
TO THE THOUSAND ISLANDS.

TE FOR FASHIONABLE PLEASURE TRAVEL.

Thousand Islands, making immediate connections at Clayton without transfer, Montreal, Quebec and the River Saguenay, passing all the Thousand Islands on a trip in the world.

Monday at 8.10 p. m. with through Sleeping Cars Niagara Falls to Portland, making connections at the Thousand Islands, and running through the heart of the Mountains via Fabyan's Harbor, Old Orchard, Kennebunkport and all Sea Coast resorts of Maine. This

Niagara Falls, Rochester, Syracuse and Utica to Clayton [Thousand Islands], where connections are made for the Thousand Island Resorts.

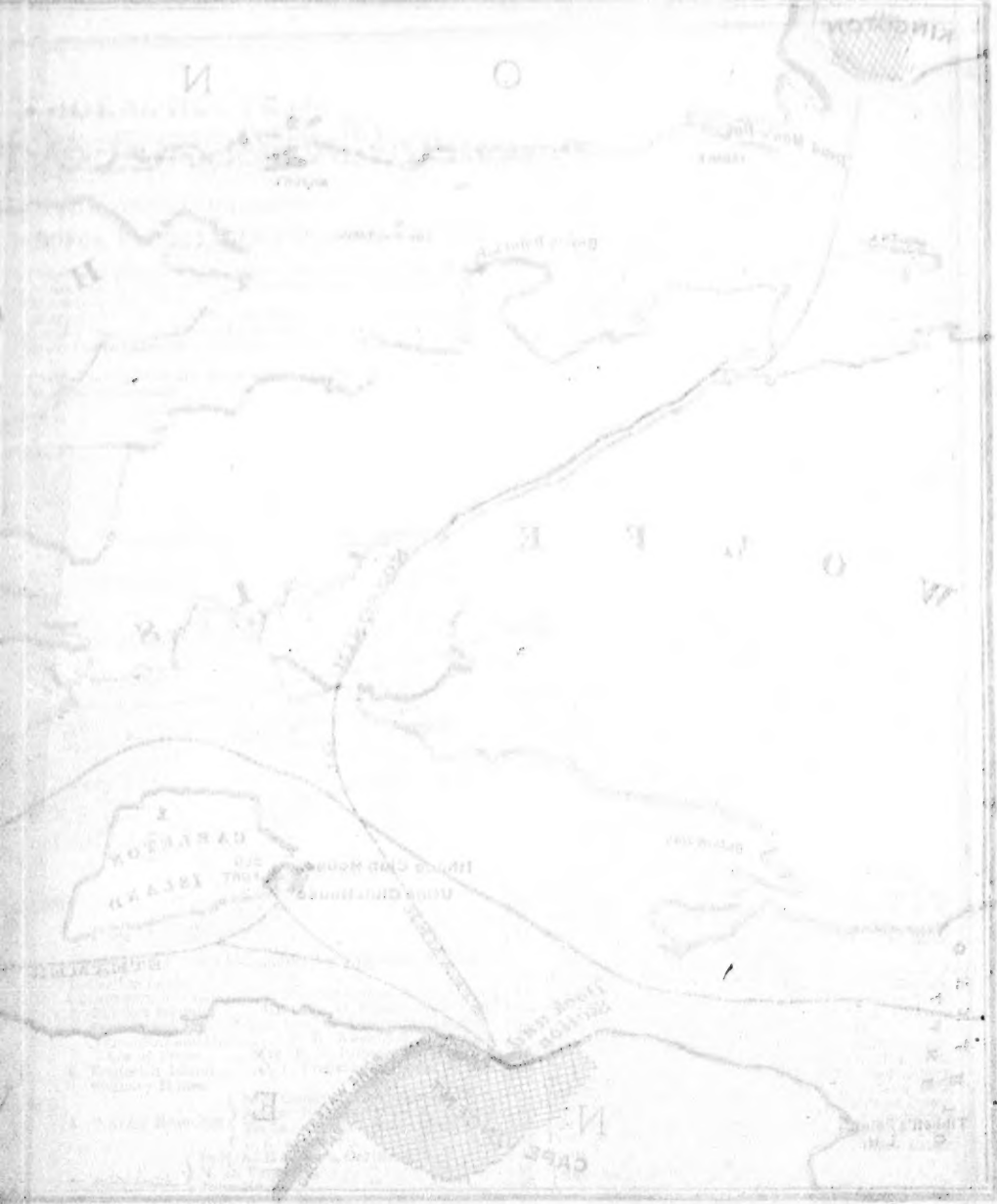


Names of Points indicated by Figures in Red.

1. Carlton Island
2. Governor's Island.....Ex-Lieut.-Gov. T. G. Alvord.
3. Calumet Island.....Mr. Chas. G. Emery, New York.
4. Rock Island Light-House, head of American Channel.
5. { Occident and Orient.....E. R. Washburn, New York.
6. { Isle of Pines.....Mrs. E. N. Robinson, New York.
7. Frederick Island.....C. L. Fredericks, Carthage, N. Y.
8. Wellsley House.
9. Waving Branches { Rev. Goodrich, Lafargeville, N. Y.
10. { Arthur Hughes, Stone Mills, N. Y.
11. { Frederick Smith, Watertown, N. Y.
12. { L. S. Ainsworth, Watertown, N. Y.
13. { Prof. A. H. Brown, Carthage, N. Y.
14. { N. D. Ferguson,
15. { John Norton,
16. { Hon. W. W. Butterfield, Redwood, N. Y.
17. Jolly Oaks.

Names of Points indicated by Figures in Red.

10. Island Royal.....Royal E. Deane, New York.
11. Seven Isles.....Bradley Winslow, Watertown, N. Y.
12. Point Vivian; Rezot Tozer, J. J. Kinney, Dr. Jones, Geo. Jones, William Cooper, and others, Stone Mills, New York.
13. Bella Vista Lodge.....F. J. Bosworth, Newport, R. I.
14. Comfort Island.....A. E. Clark, Chicago.
15. Warner Island.....H. H. Warner, Rochester, N. Y.
16. Cherry Island.....{ A. B. Pullman, Chicago.
17. { G. B. Marsh,
18. Wau Winet.....C. E. Hill, Chicago.
19. Nobby Island.....H. R. Heath, New York.
20. Welcome Island.....S. G. Pope, Ogdenburg.
21. Linlithgow Island.....R. A. Livingston, New York.
22. Bonnie Castle.....Holland Estate.
23. Isle Imperial.....Mrs. H. G. Le Conte, Philadelphia.
24. Point Marguerite.....E. Anthony, New York.
25. Sport Island.....Packer Estate.
26. { Summerland Group.
27. { Manhattan Group.



Earth's Grandest River,

THE ST. LAWRENCE,

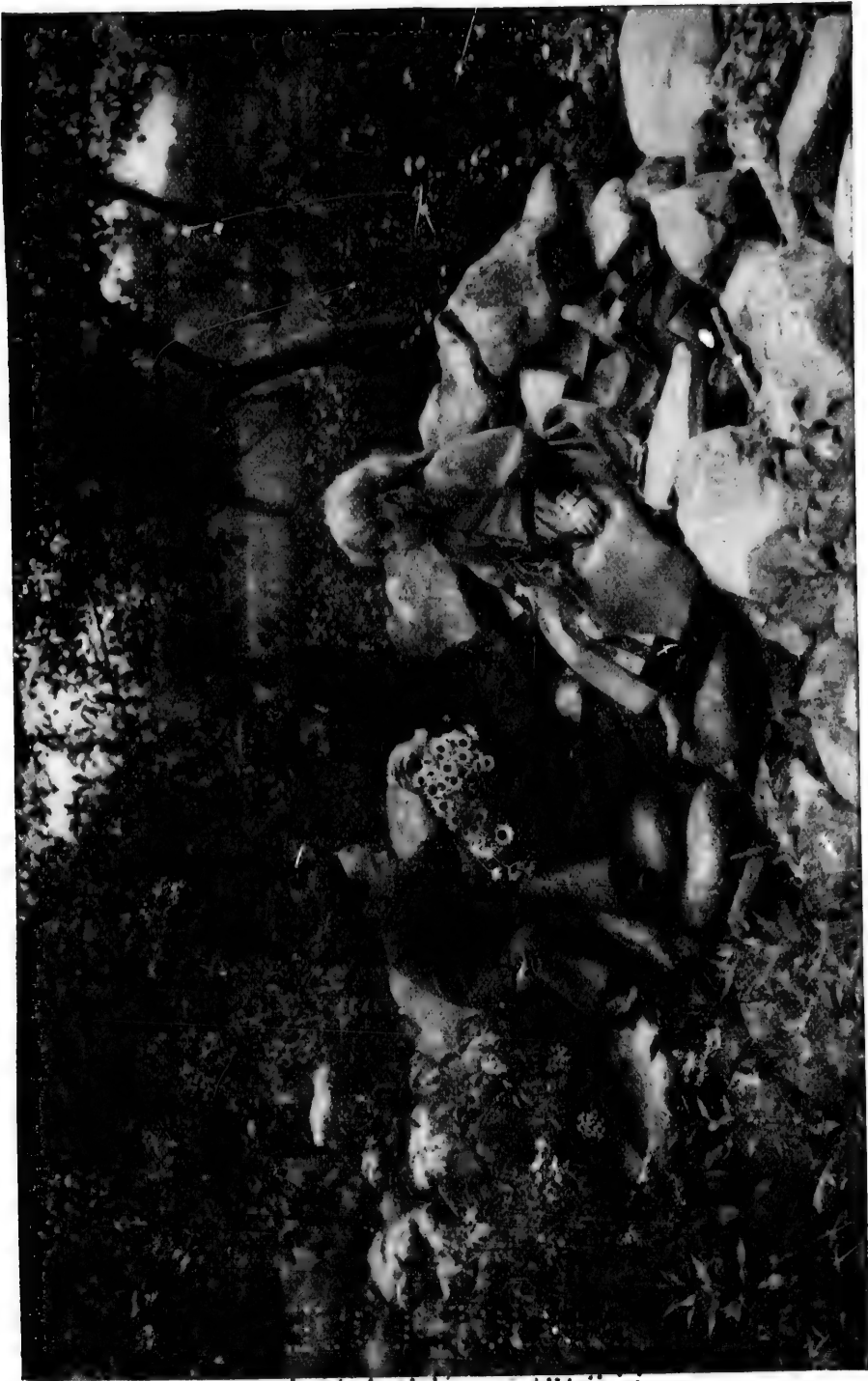
... AND THE ...

THOUSAND ISLANDS,

AN UNRIVALED SUMMER RESORT.

WATERTOWN, N. Y. :
HUNGERFORD & COATES, ARCADE STREET.
1895.

WATERTOWN, N. Y. :
HUNGERFORD & COATES, ARCADE STREET.
1895.



AMONG THE WILD FLOWERS.

THE THOUSAND ISLES.

BY W. A. CROFFUT.

MY wandering soul is satisfied;
I rest where blooming islands ride
At anchor on the tranquil tide.

The sky of summer shines serene,
And sapphire rivers flow between
The thousand bosky shields of green.

I know the tale the red men sung—
How, when this Northern land was young
And by a smiling heaven o'erhung,

Its beauty stirred the Arch-fiend's ire,
Till, burning with insane desire,
He smote it with a shaft of fire

And shattered it to fragments. "See!"
He cried with diabolic glee,
"The paradise that mocked at me!

'Tis sunk beneath the wave! No trace
Reminds me of its native grace
And witchery of loveliness."

But Time repairs the wreck of old,
And veils, with touches manifold,
The shining shards with green and gold.

The sad wounds hide in tender moss,
And ferns and lichens creep across
And every ragged scar emboss.

The pine its coronal uprears,
And banished beauty reappears
'Neath the caresses of the years.

The fairy-land again has grown;
The Huron god has found a throne,
And Manito reclaims his own.

And so the summer shines serene,
And sapphire rivers lapse between
The thousand bosky shields of green.

And so I drift in silence where
Young Echo, from her granite chair,
Flings music on the mellow air,

O'er rock and rush, o'er wave and brake,
Until her phantom carols wake
The voices of the Island Lake.

Beneath my skiff the long grass glides;
The muscallonge in covert hides,
And pickerel flash their gleaming sides,

And purple vines the naiads wore,
A-tip-toe on the liquid floor,
Nod welcome to my pulsing oar.

The shadow of the waves I see,
Whose silver meshes seem to be
The love-web of Penelope.

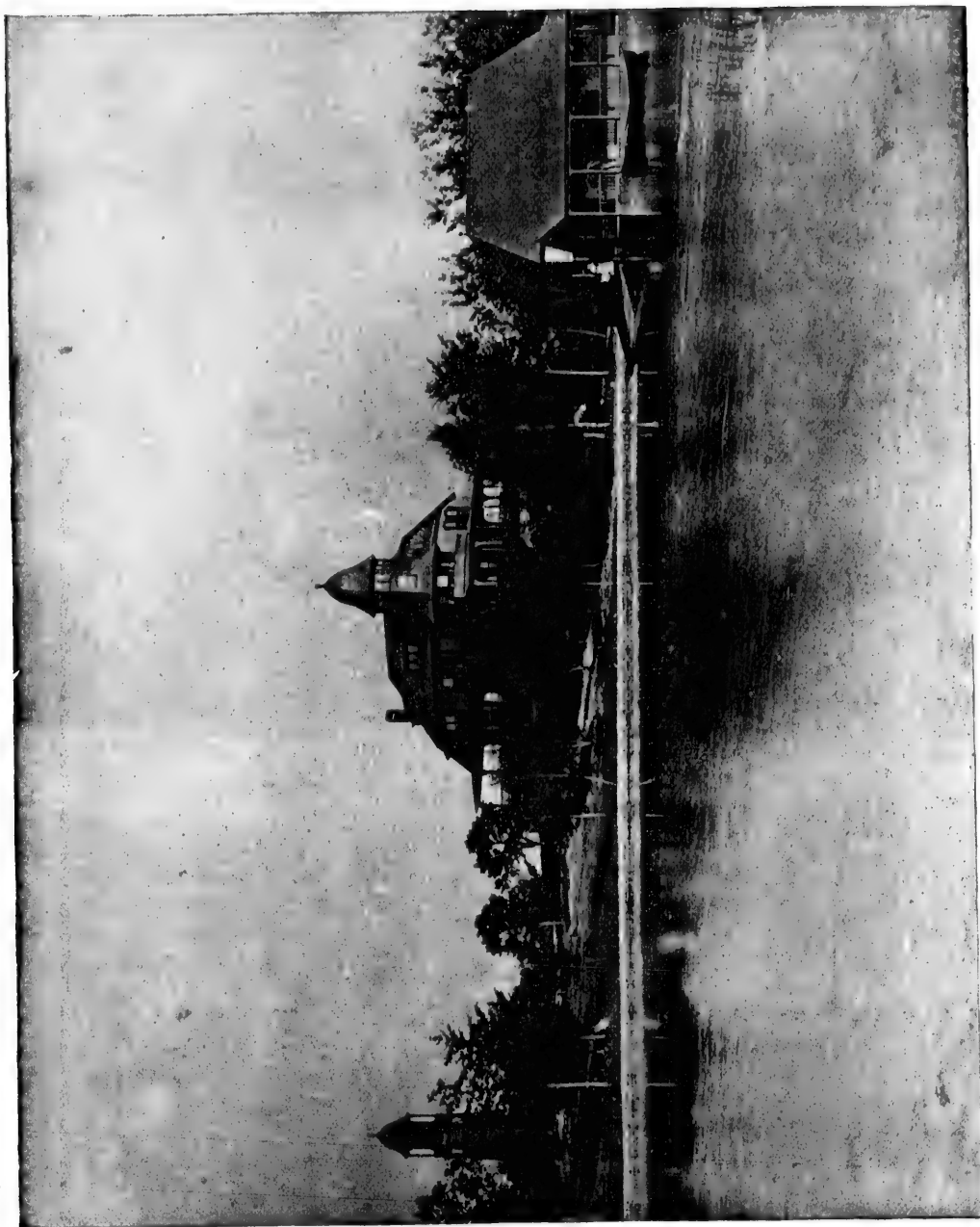
It shimmers on the yellow sands,
And while, beneath the weaver's hands
It creeps abroad in throbbing strands,

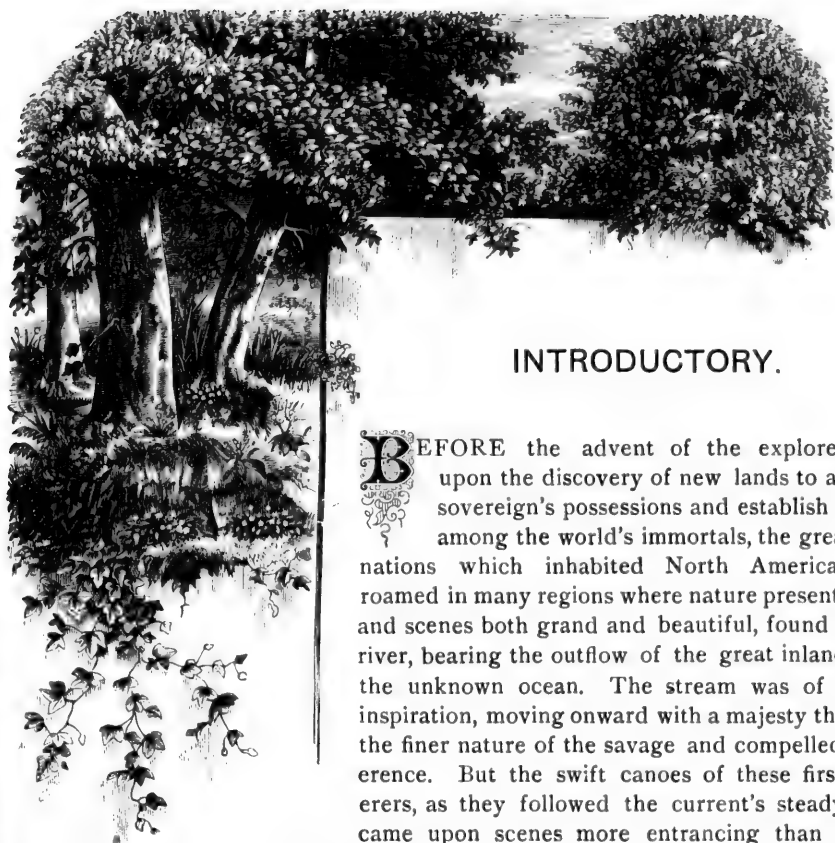
The braided sunbeams softly shift,
And unseen fingers, flashing swift,
Unravel all the golden web.

So, day by day, I drift and dream
Among the Thousand Isles, that seem
The crown and glory of the stream.

—*The Continent.*







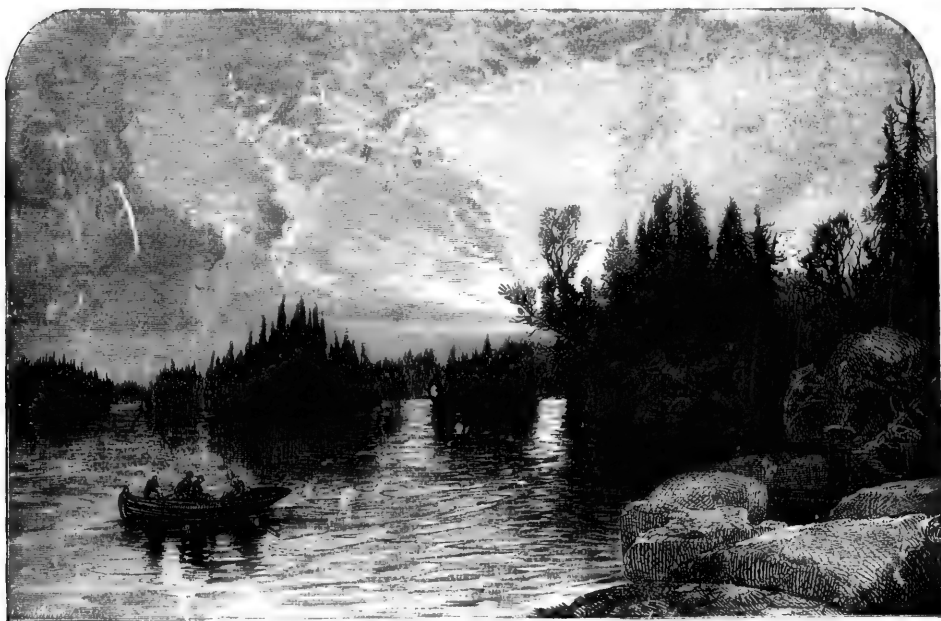
INTRODUCTORY.

BEFORE the advent of the explorer, intent upon the discovery of new lands to add to his sovereign's possessions and establish his name among the world's immortals, the great Indian nations which inhabited North America, having roamed in many regions where nature presented forms and scenes both grand and beautiful, found a mighty river, bearing the outflow of the great inland seas to the unknown ocean. The stream was of itself an inspiration, moving onward with a majesty that awoke the finer nature of the savage and compelled his reverence. But the swift canoes of these first discoverers, as they followed the current's steady course, came upon scenes more entrancing than had ever

before met their vision. Group after group of green-clad islands, with such a wide variation in form and size as to give to each an individuality and beauty of its own, troubled the flow of this great stream and adorned its surface like jewels in a kingly crown. These almost countless fragments of land and rock and verdure, seemingly anchored on the water's surface, the bays and outjutting points and ledges of the mainland, the vein-like passage-ways between the islands, the river's pellucid waters lightly caressing gentle slopes or plunging lazily against rocky projections, the flash and sheen as here and there a muscallonge or bass bounded out of its native element in the joy of perfect freedom, and the splash and ripple as it returned to the depths again, the rush and plunge, the startled eyes and graceful antlers of the abundant deer, the soft, fragrant air and the kindly beaming sky, all blended into a magnificent picture, panoramic, kaleidoscopic, and withal as abiding as the everlasting hills and as beautiful as the starry

firmament. It fulfilled the red man's ideal of the happy hunting ground in far greater measure than any other scene that his wandering feet and birchen craft had ever brought him to, and in his ecstasy of delight and awe he exclaimed : "Manato-Ana"—the Garden of the Great Spirit.

Such was man's first discovery of the River St. Lawrence and its Thousand Islands. Since that remote day the white man has made pilgrimages to this shrine of nature, and employed his loftiest language in descriptions of its splendors. The



uttermost parts of the earth have since been traversed, but in no other realm or clime has there been found a spot so sublimely endowed with nature's gifts as to despoil the Thousand Island region of the highest title known to the imaginative Indian tongue.

To-day every nation is represented by hundreds and thousands of its most cultured and appreciative people, as year by year they gather here, paying the highest tribute of admiration and praise, while finding amid these scenes measureless and unending attraction for the poet, the artist, the care-free idler, the sportsman, the health and pleasure-seeker, and all people of all conditions who long for rest and freedom from the responsibilities and trials, the irksome tasks and environments of social or business life.

DESCRIPTIVE.

THE THOUSAND ISLANDS is but a name for over sixteen hundred water-bound sections of land varying from tiny spots upon the river's surface to large stretches sufficient for the confines of a city. The majority of them, however, are comparatively small, ranging from one to twenty acres in extent, each having of itself a varied attractiveness in the form of pretty coves, high bluffs and sloping banks, and yet differing from its neighbors by some striking peculiarity, which in many instances has served to suggest an expressive name. The islands extend almost from the river's source at Cape Vincent in New York and Kingston in Canada, to Brockville in Canada and Morristown in New York, a distance of about sixty miles, but are most thickly and picturesquely grouped in the vicinity of Alexandria Bay, N. Y., which is about midway between the points named. Here, too, the beauties of nature have been enhanced and supplemented by an unstinted outlay of wealth and artistic skill in the construction of palatial summer homes, and the cultivation and adornment of their surroundings.

UNFETTERED NATURE.

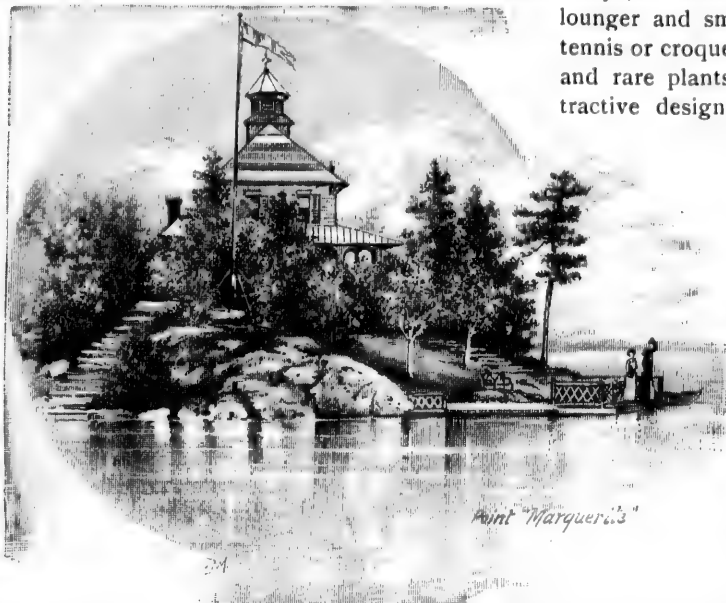
Nearly every island where art has not intruded on the works of nature is thickly wooded with birch and pine. Luxuriant grasses clothe the earth in every open spot, and vines and mosses soften the outlines of projecting rocks. Wild flowers appear in great variety and abundance. Forests of bull-rushes grow in many shallow channels and bays, with their numberless long brown cat-tails awaiting the children's harvest, and the coveted pond lilies, appearing almost like waxen images of flowers, on their broad green pads, blossom in profusion within easy reach from shore or skiff.



IN THE CANADIAN CHANNEL.

SUMMER HOMES.

The summer homes of the wealthy who sojourn in this delightful region every year, dot the American channel on either side from a point several miles above Clayton to about four miles below Alexandria Bay. They present attractive and, in some cases, imposing exteriors, and many are finished and furnished as elaborately as city homes and with as much care for the conveniences, comforts and luxuries to which the owners are accustomed. Verandas and balconies afford shelter from sun or shower or evening dew. Lawns as soft as velvet, the rich green of spring-time preserved throughout the summer by showers from artificial fountains, please the eye, make soft couches for the



lounger and smooth grounds for tennis or croquet. Beds of flowers and rare plants, arranged in attractive designs and tended by master hands, lend brilliancy to the landscape. Masses of rock, and clusters of trees form cool and cozy nooks, while supple young birches give easy support to the hammock and the swing. Rustic summer-houses and chairs and benches add

their quotas to the opportunities for rest and comfort, and give a measure of variety to the scene. Boat-houses which the earlier visitors to these islands would have deemed fit for homes are filled with various styles of craft, from the light canoe and oarsman's skiff to the swift steam yacht, resplendent with brass and nickel adornment, and capable of bearing half a hundred passengers through every lake and channel of this wonderful labyrinth. Every good thing that affluence can provide at the behest of desire or fancy is found here at the service of these inhabitants of America's most beautiful resort.

HOTELS.

For the accommodation of transient visitors and those who want to enjoy the vacation season entirely free from the cares of home life, hotels great and small have been erected at various points on the mainland and largest islands. The most pretentious of these are at Alexandria Bay, and the grandest and most noted is The Crossmon.

LIFE ON THE WATER.

During the season the river is constantly alive with all manner of craft. The St. Lawrence skiffs, now famed the world over for their graceful lines, handsome finish, lightness and speed, are everywhere. Furnished with easy chair-backs, cushions and rugs, and gently upborne by the water, there are no hindrances to perfect enjoyment in them for hours at a time, for fishing, or sight-seeing or indolently floating, and the labor of handling them is reduced to an insignificant minimum. The sailboat has its place, too, in the enjoyments of this region, and the St. Lawrence skiff itself is also

adapted to that purpose. The canoe and the racing shell have their devotees who find here every essential for enjoyment or exercise. Tiny steam yachts, some devoted to the private use of islanders, and others for public charter



IN THE REEDS NEAR WELLS ISLAND.

at a small cost, glide up and down and shoot in and out among the islands, wherever it pleases the fancy or serves the purpose to go. The clumsy scow, laden with provisions for the islanders from the Canadian or American shore, or transporting material for the work of improvement and enlargement, spreads its sails and tacks back and forth on its zigzag course in a slow but certain endeavor to reach its destination. Then there are the larger passenger steamers, those which follow routes between the various villages and parks, the still larger and swifter ones devoted to the transportation of passengers from the railway stations and for public excursions, and the immense line-boats, veritable floating palaces, which ply between the lake ports and the islands and run the fierce rapids below, to Montreal. Fast freight steamers plow the waters on their way to and from Ogdensburg, and the huge hulks of steam barges or the puffing of small but powerful tug-boats, with a dozen heavily freighted barges in tow, are common sights. Occasionally a ponderous raft containing hundreds of thousands of logs and timbers, its rough huts for the workmen making it resemble a floating primitive village, moves lazily along under pressure of great side-wheel steamers, aided by the current.

AMONG THE ISLANDS.

ELIZABETH WINSLOW ALLDERDICE.

Dreaming we sailed one summer's day,

A day so long ago,
Dreaming as only idlers may
In summer's noontide glow,
Dreaming as only light hearts can
Before the weight of years
Has fettered mirth with cruel ban
And freighted life with tears.

Sailing 'mid islands green and fair
On broad St. Lawrence tide,
Where worldly thought and worldly care
All entrance are denied—
Nothing but nature still and sweet,
Nature beyond compare,
The shining water 'neath our feet,
Around the summer air.

White clouds move slowly o'er the blue,
White shadows lie below;
They stir not at our gliding through,
So lazily we go.
The fisher's craft with sails unfurled
Drift with us down the tide,
While ships from out the busy world
Far in the offing ride.

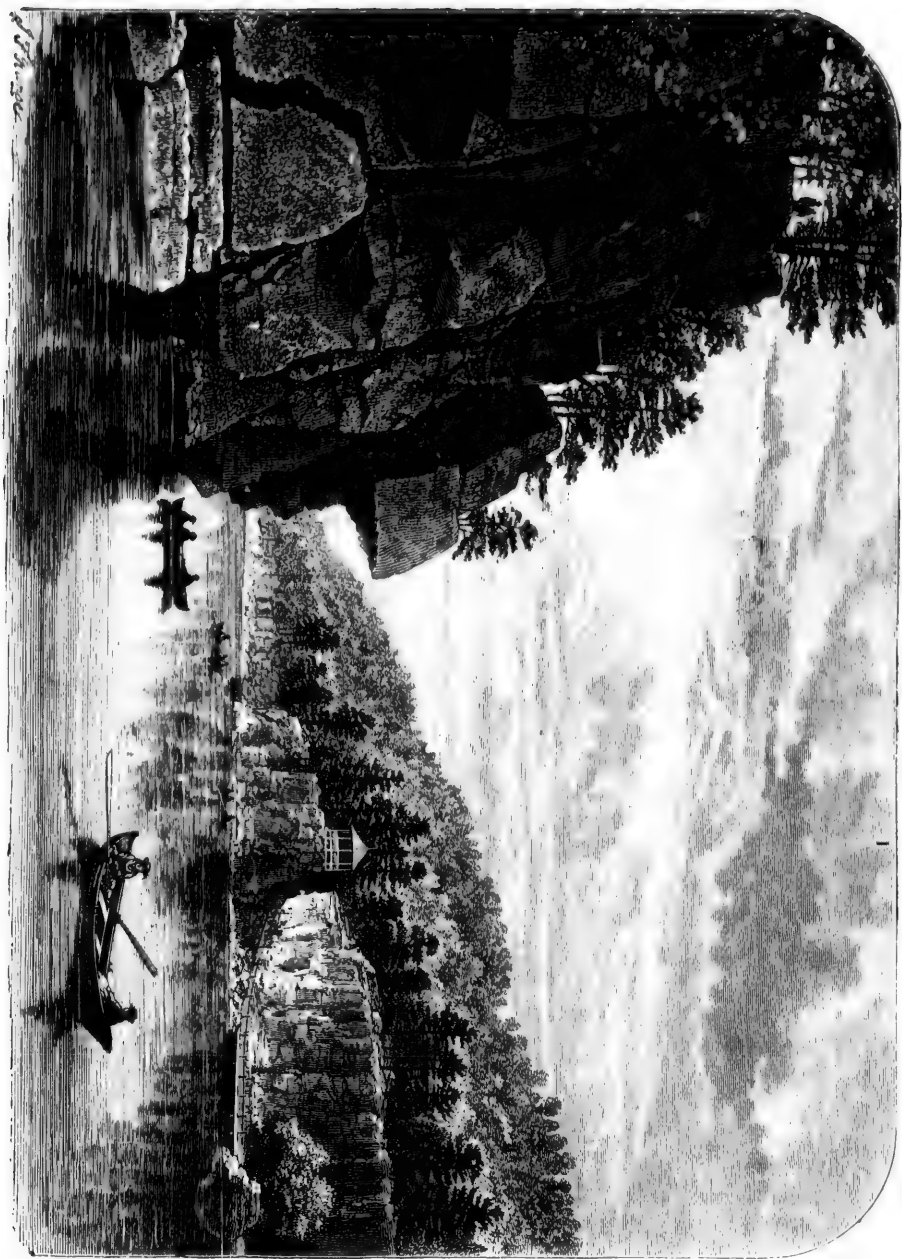
The isles are green, so richly green
With leaf of birch and pine,
The lordly oak and forest queen
Their graceful limbs entwine,
The slender cattails, brown and tall,
Nod us a welcome near;
No sound save gurgling ripples fall
Upon the tranced ear.

The fisher's hut beside the shore
Seems sleeping with the tide;
No shadows through the open door
Across the threshold glide.
With dreamy drift we slowly steal,
Heedless of passing time;
We hear the ripples on our keel,
Singing their low sweet rhyme.

That low sweet music echoes yet,
Those islands green and fair,
That summer day we ne'er forget,
Its balmy, blissful air.
Relentless time has swept us down
Life's ocean broad and deep,
But later fortune's smile or frown
Ne'er bids that memory sleep.

The Continent.





HISTORICAL.



HE place which this beautiful region holds in American history is second only to that occupied by New England and Plymouth Rock, while the memories and traditions which cluster around it are quite as thrilling and romantic as are to be found anywhere in the new world. Wars, piracy, tragedy and mystery have contributed to its lore.

The St. Lawrence was discovered by Jacques Cartier, the French explorer, in 1535, but he did not proceed further up the stream than was necessary in exploring the



OLD WINDMILL NEAR PRESCOTT ONT. ON RIVER ST. LAWRENCE
HELD BY "PATRIOT" REBELS IN 1837

St. Louis rapids above Montreal. There is much uncertainty as to the identity of the white man who first gazed upon the marvelous scene presented by the Thousand Islands. The early discoverers, as a rule, were less interested in scenery than in the practical things which pertained to navigation, trade and travel, and the spreading of

Christianity. Champlain, in 1615, beginning at the western end of Lake Ontario, explored that lake and the St. Lawrence to Sorel river, thus passing through this region. How or when or by whom the world's attention was first called to this archipelago is a matter of doubt, but certainly at an early date it had impressed itself upon the lover of the grand and beautiful in nature, and at least a century and a half ago the French christened it "Les Mille Isles"—The Thousand Isles. The later and more completely descriptive English name for it is "The Lake of a Thousand Islands."* The St. Lawrence has marked the line of separation and the



DRIED GRASSES FROM THE ISLANDS.

*So called on a map of the Atlantic coast region of North America, in the Boston Public Library, published in Paris in 1768.

Thousand Islands have been the scene of some of the important campaigns in four great conflicts between nations. The first was the Indian war between the Algonquins and the Iroquois, which continued many years, with occasional intermissions. The second struggle was between the French and English, and many of its hostile meetings and victories and defeats took place among the islands and on the neighboring shores. In the American revolutionary war with England, and that between the same forces in 1812, the defense of this locality was of decided importance; therefore it witnessed much activity, and some memorable engagements were fought within sight and sound of this spot, now so happily devoted to the pursuits of pleasure, with no warring or warlike nations to trouble the calm of perpetual peace.

Many of the most exciting incidents of that disastrous military adventure known as the Patriot war, with its intermittent outbreaks from 1837 to 1839, took place on this part of the river, notably the capture of the British steamer *Sir Robert Peel*, near Wells Island, on the night of May 29, 1838, and the battle of the Windmill, near Prescott, Ont., November 13, of the same year.

BILL JOHNSON.

Prominent in the attack on the steamer and its subsequent destruction by fire, was the famous Bill Johnson, for whose capture a large reward was offered, and who was



DEVIL'S OVEN.

successful in hiding among these islands many months, his daughter carrying food to him and conveying him from one place of safety to another more secure. An island near Alexandria Bay known as the Devil's Oven, because of its peculiar shape, is said to have been one of his hiding places. Two steamers were employed for many

weeks in the search for the outlaw among the islands, but he was only captured after giving himself up to his son in order that the latter could claim the reward. His subsequent escape as well as all the interesting facts of the Patriots' struggle, are matters of general history.

CHARLES CROSSMON'S MEMORABLE EXPERIENCE.

The late Charles Crossmon, then a young man, was in the ranks of the Patriot force which invaded Canada, participating in the battle of the Windmill and being captured and taken to Kingston. During the following winter he was confined with others in the old fort at that place. Ten of his comrades were hanged and a much larger number sentenced to penal servitude in Van Dieman's land. Mr. Crossmon's situation was a precarious one for some time, but on account of his youth he was finally released and lived to win fame in a less adventurous and much more profitable pursuit.

AS A POPULAR RESORT.

The past two decades have witnessed the larger and more phenomenal growth of the islands as a summer resort for the multitudes. In 1782 Gen. Grant visited here as the guest of George M.

Pullman, the palace car magnate, on his island near Alexandria Bay. The visit continued eight days, and attracted the attention of thousands to the St. Lawrence. In the same year the editorial associations of the north and the south had a joint excursion and dined on Pullman's island, the meal being served from The Cross-



mon. The glowing praises bestowed by these visitors were read throughout the land, and since that time there has been a rapid and ever increasing development of this locality as a desirable place for a season's outing or a vacation trip.

In 1887 President Cleveland and wife, with a party of friends, made a trip among the islands and added their tributes to the beauty of this spot. In 1890 the New York Press Association held its annual meeting at The Crossmon, and spent several days on the river, the members vying with each other in their printed descriptions and comments on their delightful experiences, fishing exploits, excursions, etc.

To-day in magazine articles, newspaper sketches, and in the realm of poetry as well, the Thousand Islands are frequently and prominently mentioned, and no route-book is complete which does not have this resort among the first on its list. The history of home-building here would make a tale of evolution from the rough cabins which in early days served the purpose of sojourners during the hunting and fishing seasons to the elegant establishments occupied by families from all parts of the country during the entire heated term. The best example of this development is the picturesque castle built by Mr. Pullman on the former site of the house in which Gen. Grant was his guest.

GEOGRAPHICAL.

The river St. Lawrence, together with the great lakes, comprise what has been aptly termed the grandest system of inland navigation in the world. From its remotest beginning—the St. Louis river, which flows into Fond du Lac at the head of Lake Superior—to its union with the sea at Cape Gaspe, it is 2,100 miles. The river St. Louis, the Mississippi and the Red River of the North rise on the same broad level within a comparatively small range in Minnesota and reach the ocean by widely diverging courses—the first by the Gulf of St. Lawrence, the second by the Gulf of Mexico and the third by Hudson's bay.

According to the latest records, the total area of the St. Lawrence basin is about 510,000 square miles, of which the United States owns 187,440 and Canada 322,560. The total length of the river, from Kingston to Cape Gaspe, is 728 miles, and that

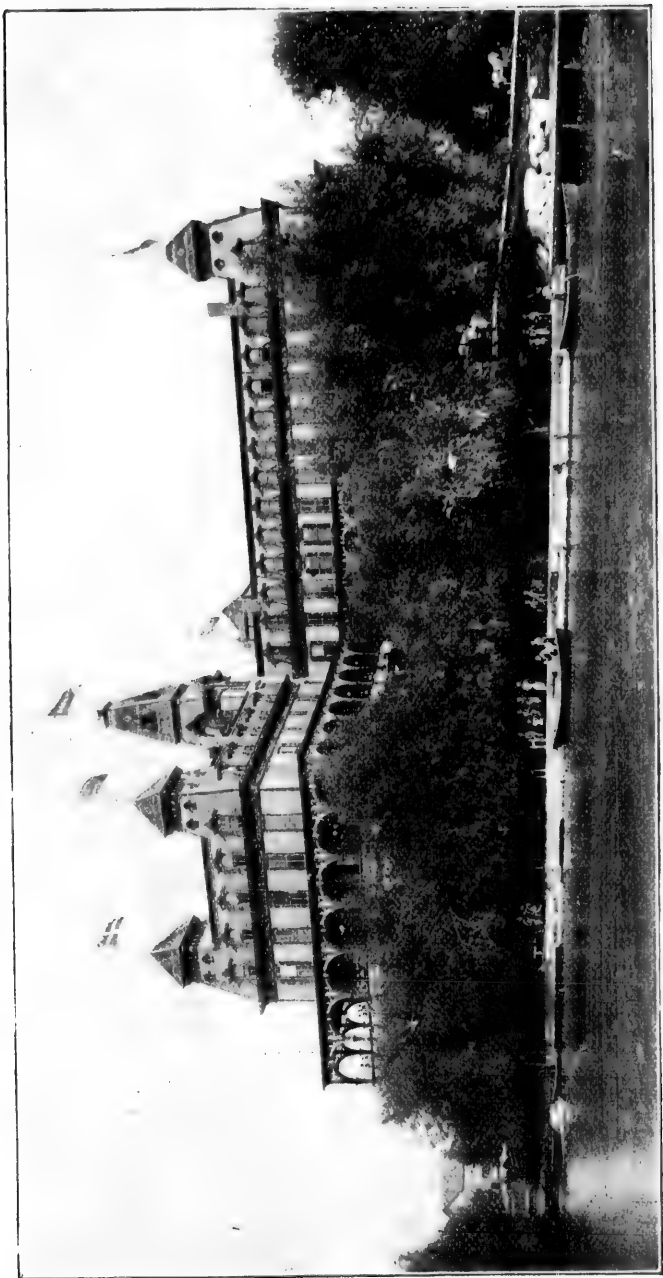


FIDDLER'S ELBOW.

division of the stream in which the Thousand Islands are, extending from Kingston to Prescott, where the rapids and canal section begins, is 68 miles in length.

The St. Lawrence and the great lakes form a natural boundary between the United States and Canada, and the actual international line runs as nearly as practicable in a middle course between the shores (excepting Lake Michigan, which is entirely in the United States territory) to a point near Cornwall, Ont., about fifty miles below Prescott, where the river becomes exclusively Canadian.

The river's greatest width in the section of the Thousand Islands is at its source, where it is about ten miles wide. In the vicinity of Alexandria Bay it is about three miles in width. The exact number of the islands is 1,692.



THE PRESENT CROSSMON.

THE CROSSMON.

ITS HISTORY, LOCATION AND ADVANTAGES.

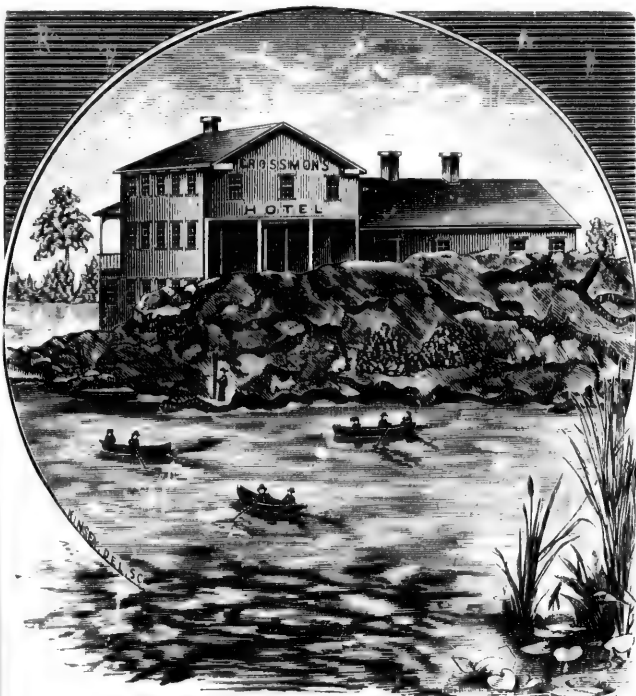
Nowhere in a similar period has the advancement in hotel accommodations and management been marked by such rapid strides as at the Thousand Islands. In the matter of time The Crossmon was the first establishment devoted to the entertainment of guests who visited this region in search of sport and recreation, and it has since

continued to be first in every other respect. From small beginnings it has developed to its present magnificent proportions, a five-story structure with the most modern and luxurious appointments and capable of accommodating a multitude of guests.

The original Crossmon house was a two-story building with ten guest-rooms. In that day its guests encountered what would now be called serious difficulties in reaching the islands. The general line of travel thither was along the canal by packet boat to Oswego and thence down Lake Ontario to the river, though some preferred the overland route by stage from Utica. But even under

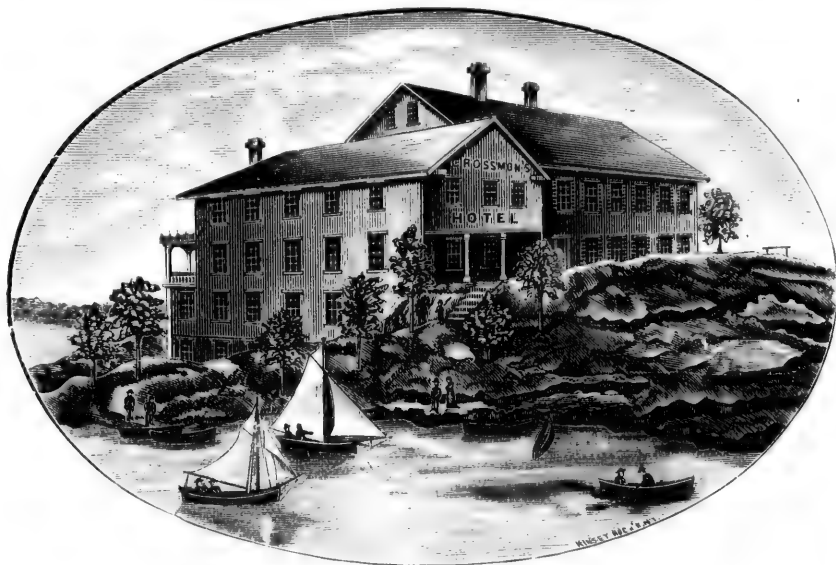
these adverse circumstances, this now world-famed region and almost equally noted hotel witnessed the holiday exploits of some of the nation's greatest men and were counted worthy of elaborate description by some of the most entertaining writers.

The late Charles Crossmon, father of the present proprietor of the immense establishment which bears that name, began his career as a hotel keeper at Alexandria Bay in 1848. His clear discernment of the future led him to select the most advantageous site in this most charming portion of the island scenery, and the wisdom of his choice has received the highest endorsement that an unprecedented and unrivalled success can



THE CROSSMON IN 1848.

furnish. The plainest accommodations were provided for The Crossmon's early guests, but they were such as won the approbation of Martin and John Van Buren, Governor Seward, Silas Wright, Frank Blair, and others famous in the affairs of state and in professional and business activities, who sought and found in this solitude that freedom from care and rest from labor, that communion with nature, the invigorating atmosphere, the opportunities for the exercise of the sportsman's prowess and all the



THE CROSSMON IN 1863.

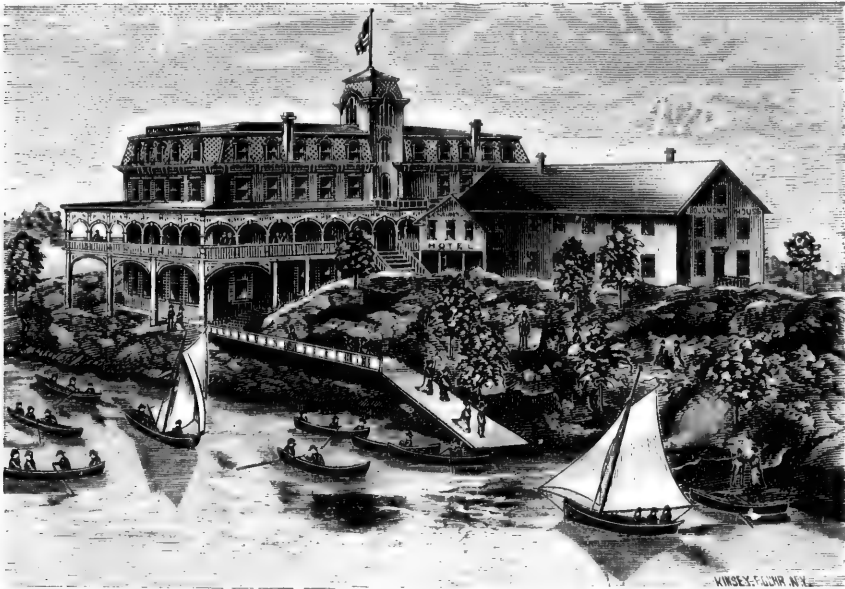
incentives to enjoyment which are important factors in reviving overtaxed physical and mental powers. And all this their successors find to-day, for the advent of the fashionable crowd and the erection of modern hotels and elegant homes have not detracted in any appreciable degree from the boundless attractions here offered to the seeker after quiet and rest.

THE NEW CROSSMON.

As the tide of pleasure travel set in toward the St. Lawrence and its islands, The Crossmon was from time to time enlarged, and finally the present magnificent hotel was built on the site of its earliest predecessor. In the new structure everything that is desirable in a first class summer hotel has been provided for, and in its management every facility is furnished and the fullest attention given to the wishes and requirements of its guests.

Its rooms are all pleasantly situated, affording charming views of the neighboring scenery. There are suites for families, with private bath-rooms and all conveniences.

besides single and connecting rooms in every part of the house, all handsomely furnished. The elevator is in operation constantly and the stairways are broad and easy. There are spacious and elegantly furnished drawing-rooms, wide corridors and broad verandas, and from the latter one of the most delightful pictures to be found in this entire region may be had.



THE CROSSMON IN 1873.

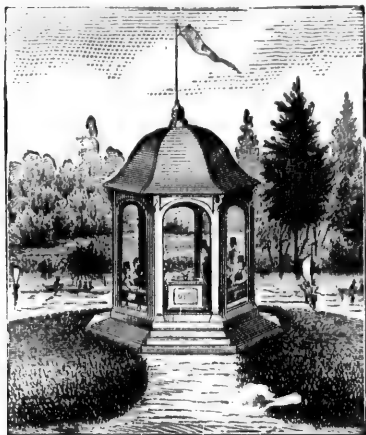
The main dining-room is on the river side of the house. Its tables are furnished with costly china, silver and cut glass, and the finest linen, and supplied with the rarest fruits and delicacies. Its service is unexcelled, being by gentlemanly young men under the efficient direction of an experienced metropolitan *chef serviteur*.

A pleasant dining-room is provided for children in charge of nurses.

The kitchens of The Crossmon are presided over by a first class *chef de cuisine* with competent assistants, at whose disposal in the preparation of delectable and appetizing viands there is an abundance of everything that the best markets offer.

The importance of providing special comforts and amusements for the children is recognized in many ways in and about this establishment. There are accommodations for nurses in their care of the little ones, and opportunities for wholesome sports are at hand. Perhaps the most popular attraction in this department is the "Burro Brigade," a troop of patient Rocky Mountain donkeys, brought from New Mexico for the use of The Crossmon's little folks. These gentle animals are trained for riding and driving

and give many an hour's delightful amusement. A goat trained for driving is kept for the use of the smaller children, while on the lawn, in the shade of the trees, are boxes filled with sand for their amusement.



ARTESIAN WELL.

An artesian well, sunk to a depth of sixty-five feet in the solid granite on the point near the hotel, furnishes an inexhaustible supply of purest drinking water, clear, cool and refreshing.

A superior orchestra gives morning concerts in the drawing-room, plays during the hours for dining and for the dancing in the evening.

The in-door social amusements include dancing, games, entertainments, promenading on the extensive verandas and through the long halls, etc. Out-of-doors, tennis and croquet interest the young folks on grounds devoted to their use. The Crossmon's surroundings are attractive. Every crevice of the immense rock upon which its river side rests is adorned with a bed of flowers or a small shrub. On the street side are graveled walks and drives and a circular plat for out-door games, with easy benches

protected by a canopy. Stretching eastward from the hotel is Crossmon's Point, with its broad level lawn, bordered by the docks and landings for steamboats and skiffs.

At night the Crossmon, in-doors and out, presents a scene of brilliancy. Rows of colored lights illumine the verandas, and shine from its many towers, shedding a wealth of color upon the water. The drawing-rooms are filled with guests engaged in social pastimes, and all about the place there is light and life and gaiety. The arrival of the steamers at evening is celebrated by a display of fireworks in front of the hotel and on the neighboring islands, making a picture indescribably beautiful.

Lunches for fishing and picnic parties are provided for the guests of the hotel, without extra charge, with all the necessities for an enjoyable open-air feast on one of the many unoccupied islands and points.



The most experienced oarsmen on the river make their headquarters at The Crossmon's docks and may be engaged by applying at the office. Boats and fishing tackle are easily obtainable.

Mr. Charles W. Crossmon succeeds the firm of Crossmon & Son, whose management has made this hotel noted throughout the world and the favorite headquarters in later days of such men as President Arthur, Gen. Sheridan, Cardinal McCloskey, Herbert Spencer, Charles Dudley Warner, B. F. Reinhart, Will Carleton, and other notables, whose spoken and written praises have added greatly to the popularity of the islands and The Crossmon. From his early youth the present proprietor has been

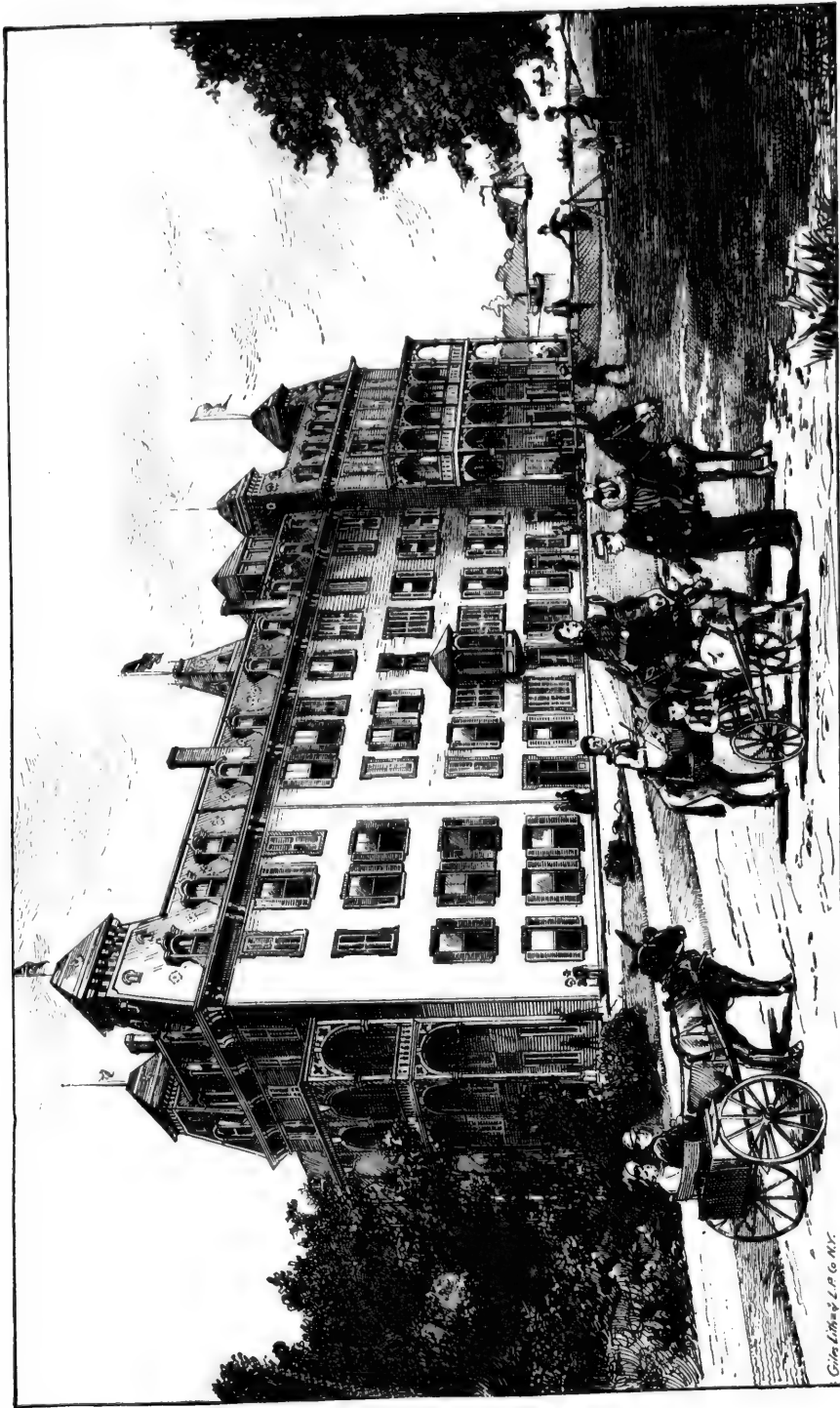


FISHING PARTIES AT FROST ISLAND.

closely identified with the management, and has added to his experience by the practical study of the latest methods and improvements in leading hotels throughout the country. Under his undivided control, The Crossmon will continue to maintain its high standard of excellence, adding to its advantages wherever possible.

As the hotel is crowded much of the time during the season, it is advisable for parties desiring accommodations to engage them in advance. For this purpose and for all desired information on the subject, address the proprietor,

CHARLES W. CROSSMON,
THE CROSSMON, Alexandria Bay, N. Y.



STREET SIDE OF THE CROSSMON.

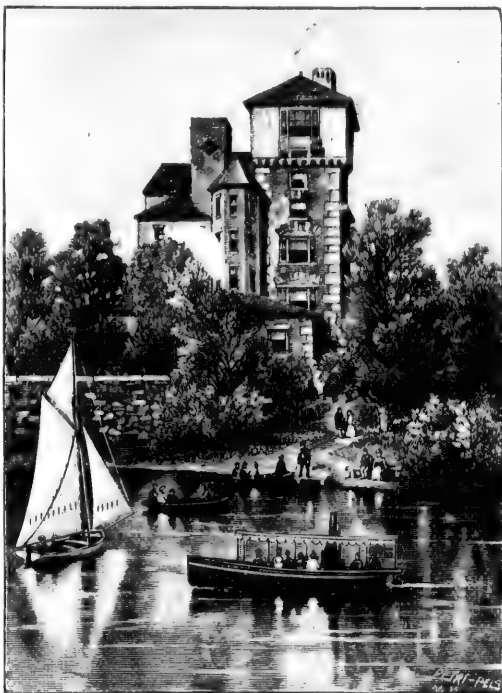
Chas. L. H. & Co. N.Y.

CHARACTERISTIC FEATURES.

IN the descriptive article of this book an outline is given of some of the amusements common to this resort. A general idea is all that can be imparted in reference to them. The observant visitor cannot fail to find a variety of attractions to occupy his time and make the days pass like brief moments. Indeed in this paradise of nature there seems to be little need of amusement, as it is a constant and ever increasing delight to sit or recline on piazzas or grassy banks, or in idly drifting boats, dreaming away the hours under the soothing spell of the soft summer air and beautiful surroundings. But those who seek more active pleasures will find them on every hand and in every form.

FISH AND FISHING.

Perhaps there is no more popular amusement, nor one that gives so much satisfaction, as a day's fishing trip, with a competent oarsman, a comfortable boat, a generous lunch, and all the requisites for successful angling. The Thousand Island oarsman has reduced his occupation to a science, and can give his patrons exceptional opportunities for the rarest sport, with surroundings in every way agreeable. He provides boat, fishing tackle and everything except lunch and bait. The latter he obtains in accordance with his employers' wishes and the former is furnished by the hotel, including linen, dishes, ice, etc. The wise fisherman makes an early start, and is rowed to some one of the many localities where game fish abound. Trolling and still-fishing and all the forms of the sport are indulged in, and the noon-time rarely comes until the fish box has received at least enough for a good dinner. A landing is made on an unoccupied island, and the oarsman is transformed into a cook, whose equal, in the preparation of fish at least, cannot be found even in the service of a Delmonico. Packed away beneath the seats and in the bow



CATTLE REST.

and stern of the boat he finds a table, camp chairs and cooking utensils, besides all the requirements for a dinner. He builds a fire, cleans and cooks the fish and potatoes and makes a pot of most fragrant and delicious coffee. The table is set and there in



THE RIFT.

the open air, with nature's fairest blessings all around, is a feast so appetizing and so complete that none who have ever enjoyed it can find words to express their fullest appreciation, or live so long as to have the pleasant memory dimmed.

After the meal there is time for a short nap or a ramble over the island, while the boatman concludes his services as waiter and kitchen maid. The remainder of the afternoon is devoted to angling for rare game, and if, perchance, a muscullonge takes the bait and is successfully landed the white flag waves proudly from the bow as the skiff speeds homeward at the setting of the sun.

So attractive has this pursuit of sport been made at the Thousand Islands, that ladies enjoy it quite as much as those of the sterner sex, and a visit to the river is not complete without such an experience.

Fine specimens of the muscullonge, king of fresh water fish, black bass, Oswego bass, wall-eyed pike and pickerel of unusual size are captured in these waters, in astonishingly large numbers, every season.

DUCK HUNTING.

In the fall many clever marksmen gather here for the duck hunting season, and are usually successful in obtaining some fine specimens.

STEAMBOAT LINES.

The transportation facilities between Alexandria Bay and all points on the river and Lake Ontario are all that can be desired. The swift and handsome steamers of the Thousand Island Steamboat Company connect with every train at Clayton and Cape Vincent, and with steamers for all points, while other boats of this fleet make excursions among the



islands, and to the several interesting river towns on either shore. The Alexandria Bay Steamboat Company has a route between the Bay and Ogdensburg, and its new Island Wanderer makes a fifty mile trip among the islands, which is one of the most delightful features of this resort. The Richelieu and Ontario line of steamers carry thousands of passengers down the river and through the rapids. The Rochester and Thousand Island Navigation Company and others have speedy and well equipped steamers running between the lake and river ports during the entire season.

RAILROAD FACILITIES.

The N. Y. C. & H. R. R. R. Company, operating the Rome, Watertown & Ogdensburg railroad, the shortest and best route to the Thousand Islands, provides luxurious vestibuled day and night trains, run on fast schedules and making but few stops between connecting points on the Central and the River. By the co-operation of the railroad and steamboat lines a system of transportation is secured which is unexcelled in safety, convenience, promptness and comfort.

THE PARKS.

Thousand Island, Westminster, Central, Round Island, Edgewood and Grand View Parks are among the noted places on the river, because of their exceptionally fine locations and the attractions they offer to those desiring quiet summer homes. They have grown to the proportions of towns, with handsome cottages and broad, well shaded avenues. The largest and oldest of these parks, the Thousand Island, is controlled by Methodists, and, though subject to the restrictions of a religious organization, is the summer home of thousands from all parts of the country.



INLET TO THE RIFT.

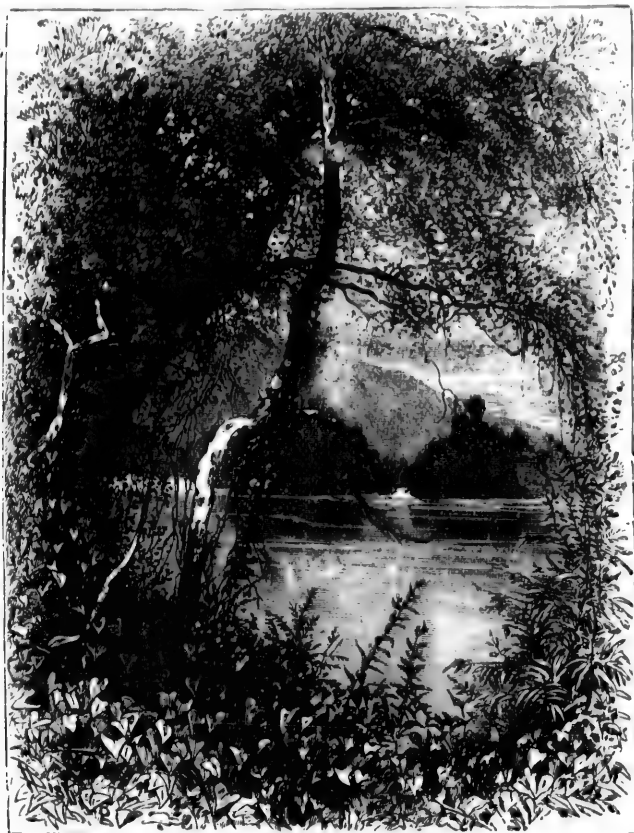
THE LAKE OF THE ISLES.

Perhaps the most beautiful spot in all this collection of nature's gems is the Lake of the Isles, so secluded as to be free from the swarm of river travel and the intrusion of the cottager, and yet within a half-hour's row from Alexandria Bay. It is about four miles long, and is prettily set into the lower end of Wells Island. Its inlet is through the rift, along which a skiff is swiftly carried by the current, needing only the oarsman's

guidance to make the passage safely. Its outlet, which is generally used in going in or out of the lake, is a narrow channel guarded by high rocks, and giving a very striking and truthful suggestion of the scenery to which it leads.

ILLUMINATIONS AND SALUTES.

The traveler who arrives at the Thousand Islands in the evening and makes the passage down the river from Clayton to Alexandria Bay, or the excursionist who patronizes a "searchlight" trip among the islands, beholds a scene of splendor rivaling



the most brilliant creations of the Venetians. All along the American channel, between the points mentioned, the passing of the steamer at evening is the signal for a grand, continuous display of fireworks, rockets, Roman candles, and varicolored lights arranged in elaborate designs. Every hotel and private residence has its towers, windows and verandas illuminated, many evidencing lavish expenditure and admirable artistic skill. The heavens are lighted up by the momentary flight of artificial stars through space, and the waters are ablaze with the reflection of the brilliancy on shore. It is a sight that cannot be fully depicted, but once seen it will never be forgotten.

No passenger steamer passes up or down the river at any time during the summer visitors' stay at the islands without receiving a hearty greeting from the sojourners along the shore. Cannons, firearms, horns and flags are employed to emphasize the welcome and the good wishes, while happy parties are grouped on shore or dock, waving

hands and handkerchiefs and awaiting the steamer's answer to their salute, which is invariably given by three blows from the whistle, accompanied by the pleased acknowledgements of the passengers.

THE WANDERER'S TRIP.

The New Island Wanderer makes a fifty-mile trip among the islands twice a day during the season. Its route is through the most attractive of the island scenery including its wildest features, as well as many of the points where art has been employed to add to nature's charms.

ARCHITECTURAL FEATURES.

Within the past few years there has been a remarkable evolution in the style of the structure erected by the wealthy for summer homes at the islands. From tents and rude shelters made from rough boards and bark, it passed to the comfortable cottage, and then on to the form and size of permanent and luxurious city establishments. Some of the most noted architects in the country have been employed in the planning of buildings erected here in recent years, and the most skillful artisans have executed their plans, while money has not been spared in supplying the best material with which to construct and decorate. The furnishings are as elegant, and in some respects as costly, as in the winter homes of the families for whom they are provided. In many cases the residences have outbuildings, in which laundrying and other work is done and power furnished for illuminating the house and grounds by electricity and supplying a miniature system of water works extending to all parts of the owner's domain.



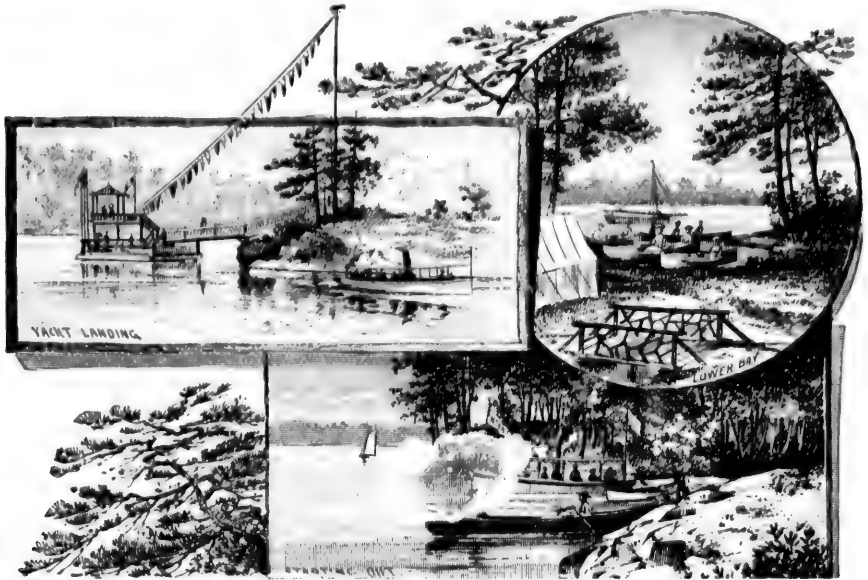
VIEW IN THE LAKE.

The beauty of design of many of the private steam yachts and the richness of their finishing and furnishings are in keeping with the general character of the establishments with which they are connected.

SEARCH-LIGHT EXCURSIONS.

A novel experience which may be enjoyed here is a search-light excursion among the islands. The steamers St. Lawrence and New Island Wanderer make these trips

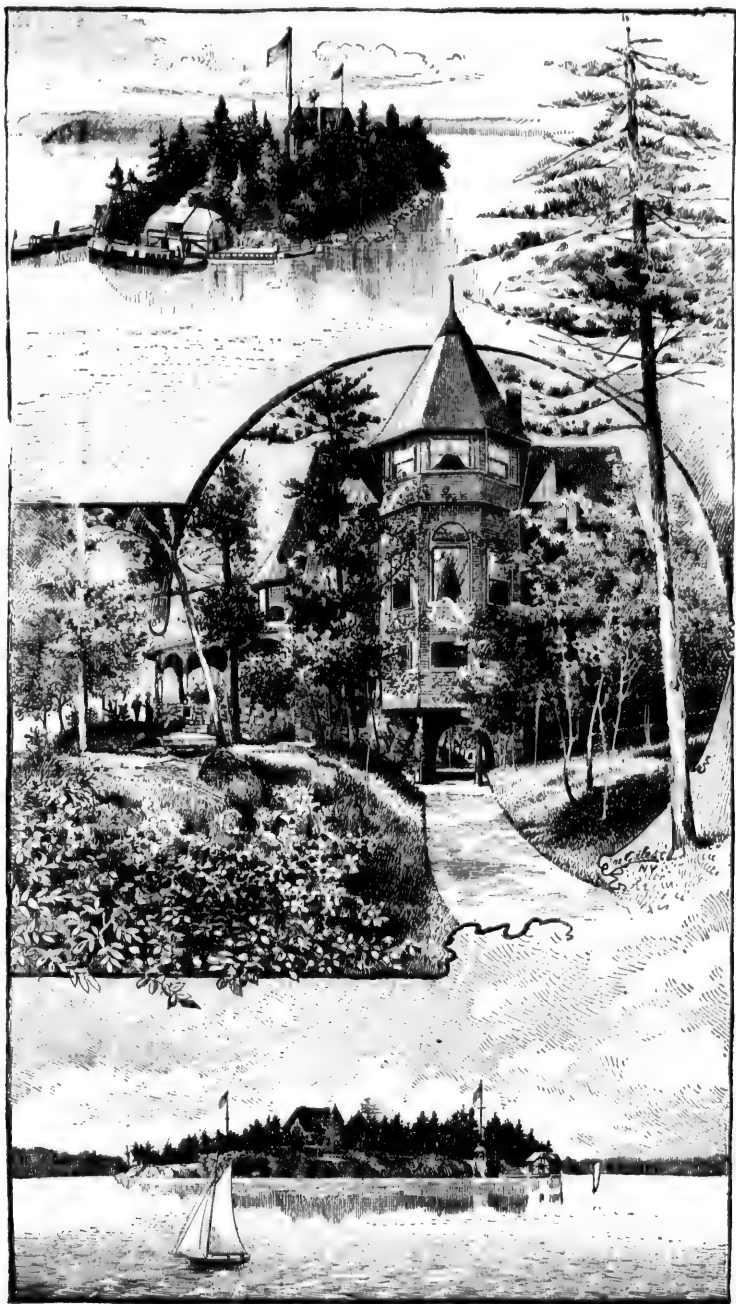
every evening when the season is at its height. They have powerful electric search-lights so arranged above their pilot houses that the operators can turn them in any direction in an instant, flashing a flood of radiance over objects as far away as the eye can reach. Ludicrous incidents sometimes occur in the course of these excursions, such as the sudden flashing of the light's piercing rays on some lover's nook where two souls indulging in but one thought are ruthlessly awakened from sweet seclusion to the most glaring publicity. Some exceedingly beautiful effects are produced by the rays of the search-light as they are cast upon the trees and rocks of the shores, or upon



small yachts and skiffs gliding along the river. The sides of the pretty craft glisten like stars set in the dark water, and their occupants seem more fairy-like than human. As the light sweeps across land and water, from point to point it reveals many scenes worthy of the gifted artist's brush and imparts to them a peculiar appearance as of a glorious painting framed in boundless gloom. But, perhaps, the most charming sight is that which is observed on rare occasions when a large white-vanned bird is caught within the circle of the light and persistently followed until its strong wings carry it beyond the range of its pursuer. The contrast presented by the deep blue waters, the surrounding darkness and the bird in its flight, with its form silvered by the intense radiance, makes a picture that is fanciful and fascinating in the extreme.



ISLAND DINNER.



VIEWS OF DEWEY'S ISLAND.

THE RAPIDS.

MULTITUDES who pass through the Thousand Island region include in their journey the exciting experience of running the rapids of the St. Lawrence. From the islands the entire trip is made by daylight on the steamers of the Richelieu and Ontario Company's line, and there is a constant succession of pleasing views and thrilling passages until the staunch craft is finally tossed from the foaming waters of the Lachine rapids into the harbor of Montreal.

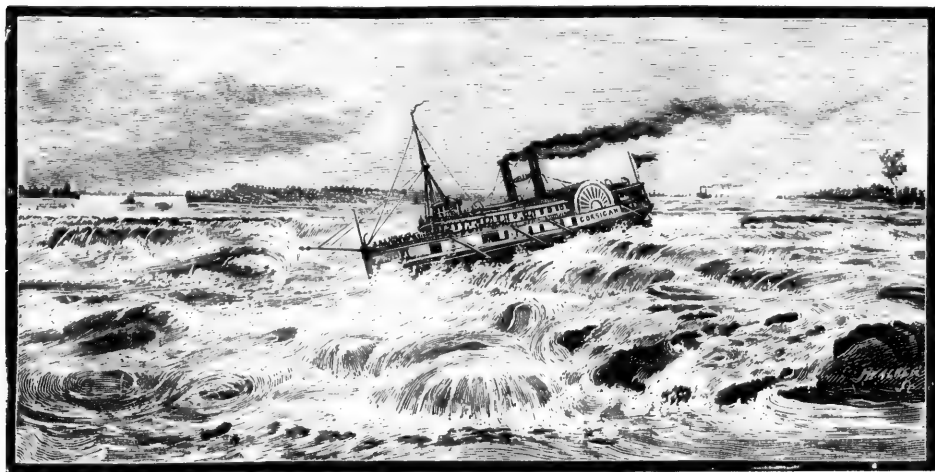
The Indians first learned to run these rapids, under the stimulus of a liberal reward offered by white mariners, and for many years they were generally employed as pilots, though recently white men have taken their places to a large extent.



THE INDIAN PILOT.

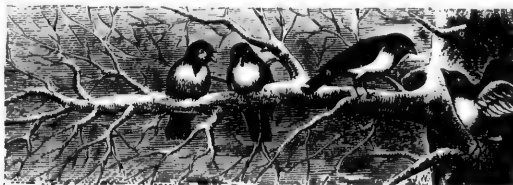
The Galloups and the Rapids du Plat are the first and least exciting, though they afford sufficient change from the smooth surface and steady current of the upper portion of the river to give a suggestion of the fierceness and grandeur to come. Nature seems to have graduated the development of this wonder as the playwright or novelist carries his story along with ever increasing interest to a thrilling climax. The Long Sault rapids are the third in the series, being nine miles in length and having two navigable channels divided by islands. The scenery commands admiration from every point. The boat passes from the turmoil of these rapids into the placid waters of Lake St. Francis, which has a length of forty miles and an average width of five miles. This part of the trip seems strangely quiet by contrast with that which preceded it, and restores the pulse-beats to their normal measure before the next wild plunge which includes the Coteau, Cedars and Cascade rapids, a descent of eleven miles. Again comes the contrast of foam and fury with tranquility, as Lake St. Louis succeeds the Cascades. This lake is twelve miles long and half as many in width, and here the well informed tourist indulges in excited anticipation of the grand *finale* in the descent of the Lachine, the last and most dangerous of the rapids. Neither language nor painter's brush, nor both, can adequately portray the beauty and magnificence of this scene. The tempestuous sea, the world's greatest cataract,

and the immovable mountains seem to have lent to it a measure of their grandeur in form and sound, and to be engaged with each other in a mighty and never ending struggle for overmastering power. Waves dash high in air as they meet steadfast opposition from rock-bound shores or treacherous reefs, or are hurled back to meet the irresistible force of the on-rushing flood. The swirl of the eddies and the plunge down the abrupt declines over the jagged rocks, lash the waters into whitest foam.



RUNNING THE RAPIDS.

The sensation experienced on board the steamer is the most thrilling that can be imagined. The immense vessel suddenly shoots forward at such a rate of speed that steam power is useless. Then there is a sudden sinking. Those experienced in sea and lake voyages naturally expect that the boat will rise again, but it does not. Again it rushes forward and again the sinking is felt, as if the vessel had ceased the terrific struggle and were seeking rest on the rocky bottom. And so it goes on and on, through a channel narrow and tortuous, seemingly courting destruction and yet surely escaping it by the skill of experienced pilots, until the river broadens and calms itself as it sweeps under the Victoria bridge to the wharves of Montreal.





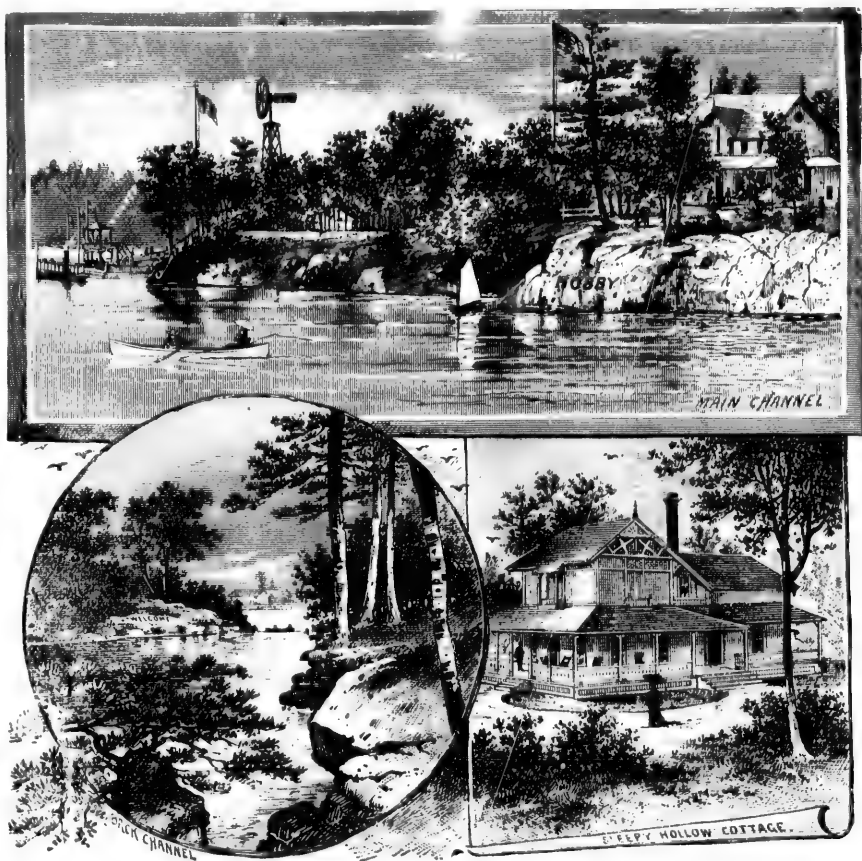
SPORT ISLAND.



LITTLE LEHIGH ISLAND.

NOTED ISLANDS AND POINTS.

ON succeeding pages of this book is a list of the inhabited islands and points, all of which will be found to have some measure of attraction to the sight-seer. But some of them, by reason of their exceptional location, or the beauty and costliness of the dwellings built upon them, or from the fame of their owners, receive special attention from the visitor on a tour of the river



THE LARGEST ISLAND.

Wolfe Island is the largest of the entire group, and is wholly in Canadian territory. It stands like a sentinel, near the border line, at the foot of Lake Ontario. It is twenty-one miles long and about seven miles in width. Its principal settlement is

Marysville, a village of several hundred inhabitants. Its soil is very fertile, as is evidenced by its many dairy farms, its verdant meadows and flourishing grain fields and gardens. A canal has been dug through the island to shorten the route between Cape Vincent and Kingston.

WELLS ISLAND.

Wells Island is one of the most interesting. Its length is about eight miles and its width ranges from a few yards to four miles. The Thousand Island Park is at its head and Westminster Park is at its foot, opposite Alexandria Bay. It is densely wooded in some parts and others have long been used for profitable farming.



BONNIE CASTLE.

Directly across the bay from The Crossmon, on one of the most sightly points on the river, is the stately home of the family of the late Dr. J. G. Holland, built during the lifetime of the famous literateur, according to his own ideas of elegance and comfort, and named from one of his most popular stories, "Bonnie Castle." Dr. Holland was an earnest admirer of the St. Lawrence and its islands, and during the last few years of his life he spent the larger part of every summer here.

PULLMAN'S "CASTLE REST."

Among the first of the wealthy and famous men who came to the islands to establish their summer homes was George M. Pullman, the well-known palace car magnate. He purchased one of the handsomest islands, just above Alexandria Bay,

and built an unpretentious frame dwelling, which was made famous by the visit of Gen. Grant, as the guest of its owner in 1872. A magnificent castle, built of rough stone, after the German fortress style, and rising to the height of five stories, has taken the place of the first structure, but the historic room occupied by the great

hero is preserved as a relic within its walls. After the new structure was completed, in 1888, Mr. Pullman presented it to his aged mother and it was named "Castle Rest." It has been the scene of many happy family reunions, and is occupied throughout every season.

CARLETON

ISLAND.

Historic Carleton Island is a most interesting place, aside from

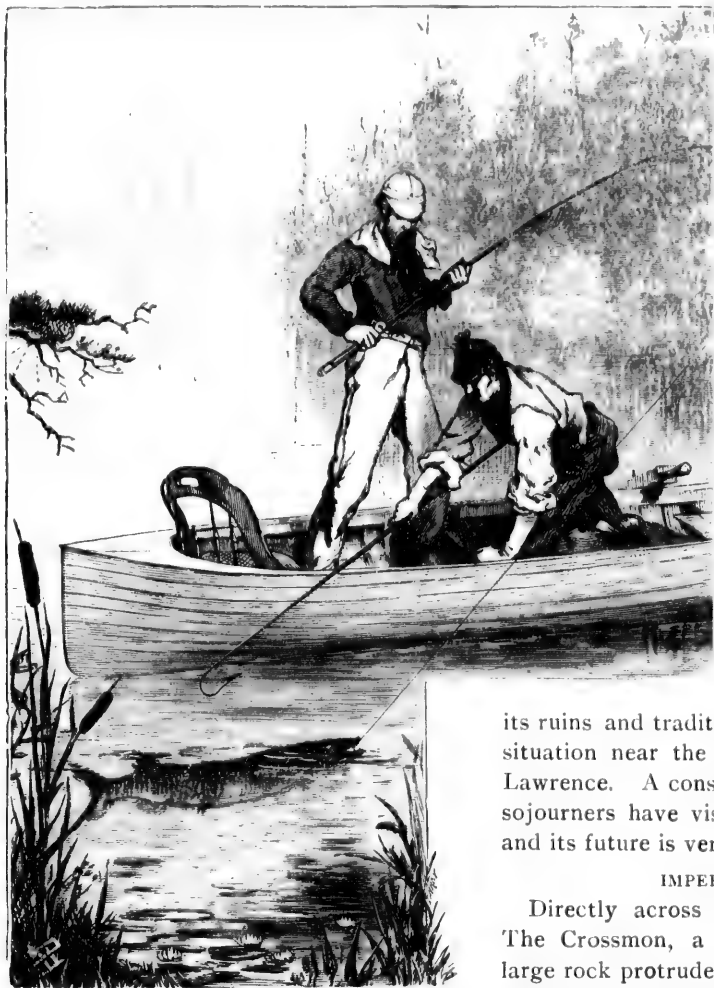
its ruins and traditions, because of its situation near the source of the St. Lawrence. A considerable number of sojourners have visited it in the past, and its future is very bright.

IMPERIAL.

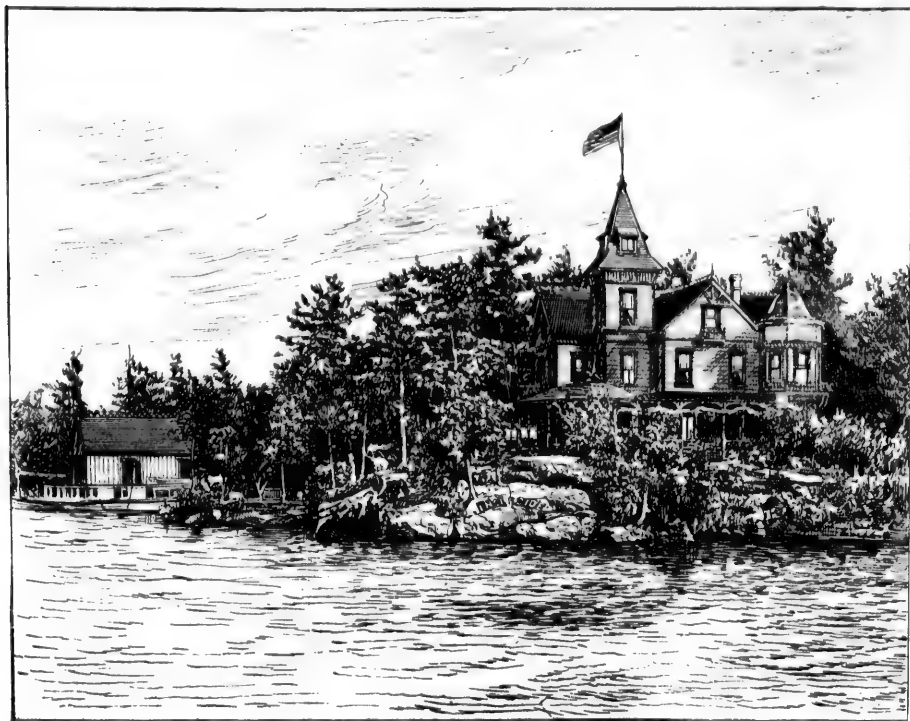
Directly across the channel from The Crossmon, a few years ago, a large rock protruded above the river's surface, and a clump of scraggy

CATCHING MUSCALLONGE.

bushes found a meagre growth in some soil that had lodged there. Its location, however, was so desirable that it found a purchaser, who made a very pretty island



by filling in with rocks and dirt, and erecting walls to keep it intact. Its handsome cottage and grounds, adorned by shade trees and lawn, furnish an illustration of how even a barren rock may be beautified in this region. Its name is Isle Imperial, and its owner is Gilbert S. Rafferty, of Pittsburg, Pa.



INGLESIDE COTTAGE.

"Ingleside Cottage," one of the most beautifully located island residences on the magnificent river, is owned by Mrs. G. B. Marsh, of Chicago. It occupies the eastern and southern portion of Cherry Island, comprising about four acres of rocky heights and mossy dells, and from its lovely piazza and high points of observation commands an unrivaled view of the vast expanse miles down the river. Being situated on the island nearest Alexandria Bay and the New York shore, it is rendered more charming by its near proximity to this village of justly renowned summer hotels and most hospitable attentions. The residence occupies the site of the first cottage erected on any of the river islands in that vicinity for river tourists and was occupied the first season by Mrs. E. C. Pullman, the revered mother of George M. Pullman.

and her family more than a quarter of a century ago. Indeed, the tiny cottage now forms the rear part of the present Ingleside, Mr. and Mrs. Marsh having refused a large price for it to be removed from its original site. Since its erection Mr. and Mrs. Marsh, with their son and family, have ever found pleasure in giving to many friends the earnest welcome to their sweet, sweet home, and contributing to the various interests of river enjoyment.

A TRIPLET GROUP.

Sport, Little Lehigh and Idlewild islands form a pretty group a short distance down the river from the Bay. Sport is owned by E. P. Wilbur, Little Lehigh by



W. A. and R. H. Wilbur, of Bethlehem, Pa., and Idlewild by Mrs. R. H. Eggleston, of New York. Large parties gather here yearly, as guests of the owners. The illuminations on Sport and Little Lehigh islands are especially elaborate.

WEST POINT.

Just across a narrow side channel from Pullman's island is West Point, owned by Mr. W. C. Browning, of New York. Upon a high bluff, which is a miniature likeness of the noted place for which the spot is named, Mr. Browning has a summer home unsurpassed by any on the river.

FRIENDLY.

E. W. Dewey, of New York, is the owner of Friendly Island, which attracts attention, both because of its natural beauty and the grand residence which adorns it. Some views of it appear on another page.

NOBBY.

Another place where wealth has been lavished and artistic skill has been employed is Nobby Island, owned by H. R. Heath, of Brooklyn. Mr. Heath is also owner of the Devil's Oven.

ST. ELMO.

In the same vicinity with Friendly and Nobby islands is St. Elmo, the property of Nathaniel W. Hunt, of Brooklyn. Its grounds and cottage attract the tourist's attention.

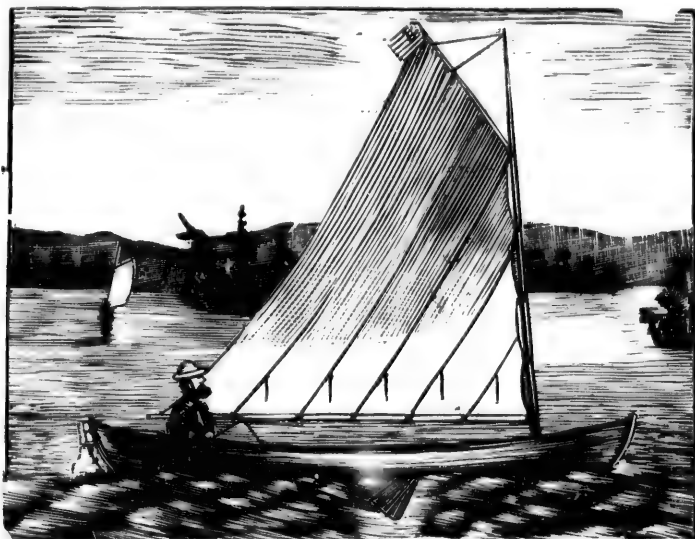
ST. JOHN.

Judge Charles Donohue, of New York, owns what was formerly Plantagenet Island, and which he has renamed St. John. It commands a fine view of the river and Alexandria Bay.

FAIRYLAND.

Charles H. and William B. Hayden, of Columbus, O., with their families, are among the first arrivals at the river every year. Their large island, in the improvement of which they have been unmindful of expense, is worthy of the name they have given it—"Fairyland."

These are but a few of the more costly and commodious summer residences at the river, and there are very many desirable islands and points still unoccupied.



GEMS FROM TRAVELERS' WRITINGS.

UCH has been written in description of the Thousand Islands by travelers who have had such a wide range of observation that their testimony is of the highest value. Brief quotations from these writings are presented herewith, arranged according to their chronological order:

ISAAC WELD, JR.—1799.

The scenery presented to view, in sailing between these islands, is beautiful in the highest degree. Sometimes in passing through a narrow straight, you find yourself in a basin, land locked on every side, that happens to have no communication with the lake, except by the passage through which you have entered. You are looking about, perhaps, for an outlet, thinking at last to see some little channel which will just admit your bateau—when suddenly an expanded sheet of water opens upon you, whose boundary is the horizon alone. Again in a few minutes you find yourself land-locked, and again a spacious passage as suddenly presents itself; at other times, when in the middle of one of these basins, between a cluster of islands, a dozen different channels, like so many noble rivers, meet the eye, perhaps equally unexpectedly, and on each side the islands appear regularly retiring until they sink from the sight in the distance.

WM. DARBY, BOUNDARY SURVEYOR—1818.

The world can present but few, if any, regions of equal extent where all that can allure the eye and gratify the mind can be found more condensed into one view.

J. HOWISON—1820.

The scene reminded me of the beautiful descriptions of the Happy Islands in the Visions of Mirzah, and I thought that if the Thousand Islands lay in the East, some chaste imagination would propose that they should be made an asylum for suffering humanity, and distributed according to the respective virtues and merits of those who deserved them.

HENRY TUDOR—1831.

Nothing, however, can exceed, if equal, the Thousand Islands of the St. Lawrence. Here Nature has wrapped herself in all the witchery of her silent charms, and here her lonely and soothing beauty speaks a language to the heart, unfelt by the proudest works of man.

CHARLES DICKENS—1842.

The beauty of this noble stream at almost any point, but especially in the commencement of this journey, where it winds its way among the Thousand Islands, can hardly be imagined. The number and constant succession of these islands, all green and richly wooded; their fluctuating sizes, some so large that for half an hour together one among them will appear as the opposite bank of the river, and some so small that they are mere dimples on its bosom—their infinite variety of shapes—and the numberless combinations of beautiful forms which the trees growing on them present—all form a picture fraught with an uncommon interest and pleasure.

XAVIER MARMIER—1850.

There is probably no river on earth that has heard so many vows of love as the St. Lawrence; for there is not a Canadian boatman that has ever passed up or down the river without repeating, as the blade of his oar dipped into the stream, and as it arose, the national refrain:

“Il y a longtemps que je t’aime,
Jamais je ne t’oublierai!”

“Long time have I loved thee,
Ne’er will I forget thee.”

JOHN SHERIDAN HOGAN—1855.

It is impossible, even for those whose habits and occupations naturally wean them from the pleasures derivable from such scenery, to avoid feelings akin to poetry while winding through the Thousand Islands. You feel, indeed, long after they have been passed, as if you had been awakened out of a blissful dream. Your memory brings up again and again the pictures of the clusters of the little islands rising out of the clear cold water. You think of the little bays and winding passages, embowered in trees; and recurring to the din and dust and heat and strife of the city you have left or the city you are going to, you wish in your heart you had seen more of nature, and less of business.

REV. JAMES DIXON, D. D.—1848.

We at once got into the current of the St. Lawrence, and found ourselves in the midst of, I should think, the most perfect fairy scene in the world—the Thousand Islands. The day was clear, the sun bright, the winds soft and genial. Could anything more perfectly remind one of Paradise than this scene? No ruined castles, it is true, graced these islands; no rising turrets, covered with ivy, mantled these spots of primitive beauty; no baronial traditions; no deserted halls; no banqueting rooms, once the scene of revelry, of love, and of revenge, were here open to inspection. All was simple, primeval—Nature clothed in her own attire of leafy loveliness. Not a building, not a cottage was seen. No ascending smoke, no signs of human life, no bleating animals, no ploughman's note, no stroke of the woodman's axe, no labor of the spade or hoe, were anywhere visible; silence and repose reigned in these islands, which in ancient times would have been peopled, in the imagination of poets, with nymphs and goddesses, without interrupting sound, except the whispers of the wind. Nature lay undisturbed in her own soft bed; cradled in the waters; rocked in the elements, and soothed by the rippling stream as it passed along. This simple, primitive state of things has always been, from the time when God spoke Creation into existence; or certainly from the period when, some convulsion breaking off these fragments from the mainland, He stretched out His hand to place them in their present position, to show His love of beauty, and teach mankind lessons of grateful admiration.

GIOVANNA CAPPELLINI—1863.

The St. Lawrence, which had appeared narrowed for some distance above Ogdensburg, here began to expand, and spread itself out into a multitude of channels, worn through the oldest of granites. Some of the islets scarcely arose above the surface, while others were some thirty metres in height, and were clothed with pines, firs, birches, maples and beeches of moderate size, but presenting a scene most diversified in form, and constantly changing as we passed along. To me, as I was most anxiously looking for something that would remind me of Italy, a part of this labyrinth presented a scene not unlike that of the lagoons of Venetia.

As darkness came on, the occasional gleams of quiet lamplight from the windows of the farm houses along the shore, or scattered here and there upon the islands, or the vivid splendor of a light house, would cast their long reflected beams upon the waters, which when lightly rippled by the approach of the steamer, appeared like serpents of fire, swimming towards the shore. As our colossal steamer, the Ontario, pressed rapidly forward through the winding channel of the islands, we passed a little island where a party of fishermen had built a fire and were busy preparing a supper from the proceeds of the labors of the day. A vessel, with its long-spreading, square sail, lay idly floating near the shore, secured to the trunk of an aged fir, while the dark shadows of the forest cast a gloom over the spot, reflecting the flames that appeared to conceal rather than illuminate the scene, and presenting a picture that no painter could produce.

Amid these scenes of light in the darkness, the moon alone was wanting to shed its crowning glory over the Thousand Islands.

J. R. STEBBINS—1878.

To me, the pleasures of this magnificent river are its very solitudes. Given a silent, attentive oarsman, a light ripple upon the water, a gentle breeze upon the cheek, turn behind an island away from the sight and sound of the thoroughfare, with the blue sky above, the clear water below, and the finest scenery in the world upon every side. Surely now, if ever, one may yield himself to nature and meet his own soul face to face. Silence is a blissful companionship here, and there can be no tediousness of solitude to him who has within himself resources of thought and dream—the pleasures of memory, of imagination, of dreamy forgetfulness, of delightful rest. Never in even the poet's grandest song was the grandeur and beauty of these scenes fully expressed.

GEORGE LANSING TAYLOR, D. D.—1878.

It is one of the most densely crowded archipelagos in the world. The islands range from the size of a township down to that of a haystack. But a very large number of them are habitable, and many have been long inhabited. Yet so many have remained wild that the prevailing character of the whole has been that of a wilderness. It is precisely that fact that has given the islands their value and charm in modern days. It is this that has made them the chosen and delightful retreat they are, and has brought wealth and taste hither to find a summer refuge sweeter than can be found at any of the old and crowded resorts of extravagance and fashion. It is this that has caused a modern Venice, gay as a dream of a fairy land, to spring up here on every hand among these green solitudes.

NEW YORK HERALD CORRESPONDENT—1878.

The vicinity of the Thousand Islands will probably be thronged, but a million of people could be swallowed up in its vast solitudes without interfering with its routes or pleasures. In the old Indian days this part of the St. Lawrence went by the name of Manatoano, or Garden of the Great Spirit. The name would suit the beauty and general tranquillity of the region still. Picturesqueness and calm are the traits of the shores and islands, and the climate helps to render them an earthly paradise for sportsmen and seekers after health and rest.

THE DUKE OF ARGYLE—1879.

It is worth crossing the Atlantic to see the rapids of the St. Lawrence. Such volumes of water rushing and foaming in billows of glorious green and white, can be seen nowhere in the old world. They speak to the eye of the distances from which they come; of the Rocky Mountains, which are their far-off water-shed in the west; of the vast intervening continent which they have drained; of the great inland seas in which they have been stored and gathered. These rapids are the final leaps and bounds by which they gain at last the level of the ocean, and the history of their triumphant course seems, as it were, written on their face.

"PEN AND SUNLIGHT SKETCHES"—1891.

Not so wide as the Amazon, nor so long as the Mississippi; not so famous for historic traditions as the Hudson, nor for ruined castles as the Rhine, yet the St. Lawrence is more attractive to the tourist than either, and suffers by comparison with neither or all of them. As the channel through which all of the waters of the great lakes find their way to the ocean, it could not be otherwise than majestic, and being navigable its entire length, it presents unusual attractions and delightful contrasts to the voyager who takes a daylight trip among its charming scenery.

As the lake begins to contract to a river, it would seem as though the land disputed its onward progress, and in the struggle for supremacy the restless current has broken the firm earth into a thousand fragments, some larger, some smaller, which vainly endeavor to entangle the waters in their downward course to the sea.

KINGSTON (ONT.) WHIG—1891.

There are two famous groups of islands on this route, known as "The Fairy Isles" and "Summer Land," which should be very proud of their ideal beauty and stately shapes, as no doubt they are. So rich are they in leafy verdure and freshness of limb and branch that the words "Beauty—beauty still," are ever rising to the beholder's lips as they did to those of Warburton, many years ago, when he passed through "the mazes of the Thousand Islands," and admired "their beautiful reflections in the mirror of the calm, blue water," exclaiming, "Beauty—beauty still!" All the islands hereabouts are of this character, and there are many, spreading their fairy loveliness to the sun and winds that give them life and motion, dreamy grace and poetic beauty, with the liberal hand of nature arranging and rearranging their lovely forms at will continually.

THE RIVER OF DREAMS.

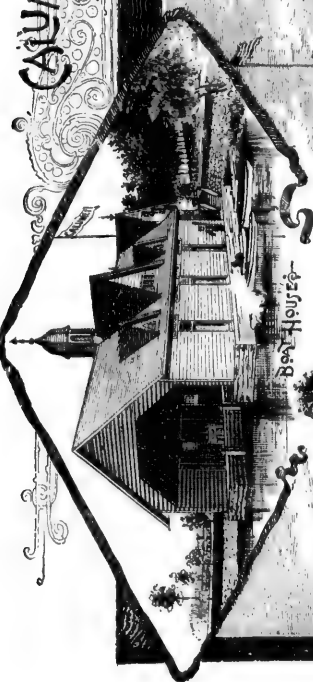
[FROM GERALDINE: A Souvenir of the St. Lawrence.]

'Tis the river of dreams.

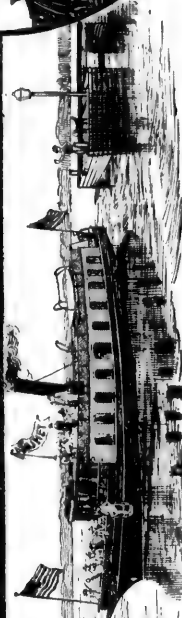
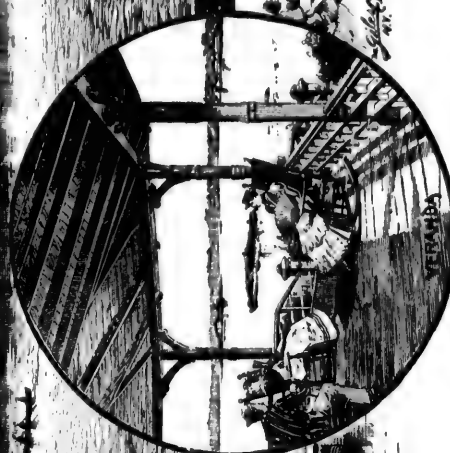
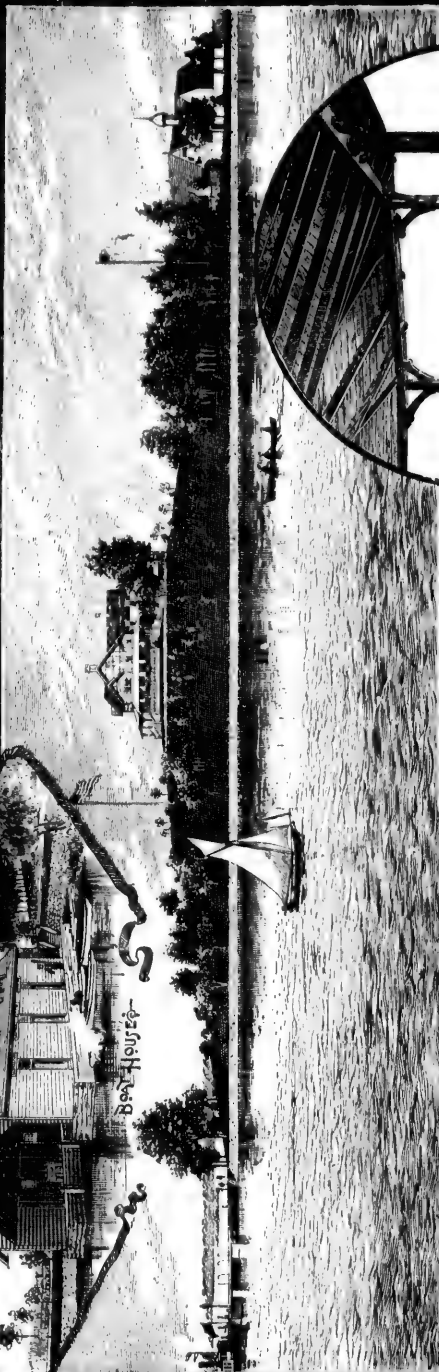
You may float in your boat on the bloom-bordered streams,
Where its islands like emeralds matchless are set,
And forget that you live, and as quickly forget
That they die in that world you have left; for the calm
Of content is within you, the blessing of balm
Is upon you forever. Mortality sleeps
While you dream, an immortal: some mistiness creeps
Like a veil of forgetfulness over your past,
And it is not. Your day is eternal, to last
Without darkness, or change, or the shadow of dread.
Blessed isles, where today and tomorrow are wed
In such fullness of bliss. Blessed river that smiles
In such beauty and peace by the beautiful isles.

CAUMET ISLAND

RESIDENCE
OF CHAS. G. EMERY ESQ.



Don House



Yacht Caumet

VERANDA

NAMES OF ISLANDS AND POINTS.

The following are the names of the inhabited islands and points, beginning in order at Clayton, and extending below Alexandria Bay :

CEMENT—(Point Head Grindstone Island) eighty acres, owned by . . .	W. F. Ford, Lafargeville, N. Y.
GOOSE ISLAND—two acres, owned by	E. S. Hicks, Brooklyn, N. Y.
HEN ISLAND—one-quarter acre, owned by	W. F. Morgan, New York
DAVITTS' ISLAND—one-quarter acre, owned by	H. G. Davitts, New York
CORAL ISLE—two acres, owned by	C. Wolfe, New York
FAIR VIEW POINT—one acre, owned by	James A. Cheney, Syracuse, N. Y.
BOSCOBEL ISLAND—one-half acre, owned by	G. L. Hopkins, Kansas
BLUFF ISLAND—twenty-five acres, owned by	E. R. Washburn, New York
CLINTON'S No. 1—fifteen acres, owned by	N. Seeley, New York
CLINTON'S No. 2—three acres, owned by	N. Seeley, New York
PINE ISLAND—five acres, owned by	J. B. Hamilton, New York
GOVERNOR'S—three acres, owned by	Hon. T. G. Alvord, Syracuse, N. Y.
CALUMET—three acres, owned by	Charles G. Emory, New York
LONG ROCK—one acre, owned by	W. F. Wilson, Watertown, N. Y.
MURRAY HILL—twenty acres, owned by	Hon. W. F. Porter, W. F. Wilson, Watertown;
Hon. Henry Spicer, Perch River, and others.	
GUN ISLAND—one-half acre, owned by	H. H. Warner, Rochester, N. Y.
ETHEL RIDGE—(Head of Round Island), owned by	Dr. George D. Wheeden, Syracuse, N. Y.
HAYS COTTAGE—(Head of Round Island), owned by	Jacob Hays, New York
VAN WAGENEN COTTAGE—(Head of Round Island), owned by	H. VanWagenen, New York
BELDEN COTTAGE—(Head of Round Island), owned by	Hon. J. J. Belden, Syracuse, N. Y.
SHADY LEDGE—(Foot of Round Island), owned by	Frank H. Taylor, Philadelphia, Pa.
BROOKLYN HEIGHTS—(Foot of Round Island), owned by	C. A. Johnson, Brooklyn, N. Y.
LITTLE ROUND ISLAND—five acres, owned by	Jno. B. Carss and Audrey J. Mooney
STEWART, OR JEFFERS—ten acres, owned by	E. P. Gardiner, Syracuse, N. Y.; John Rogers
and Miss Haskell, Carthage, N. Y.; L. J. Burdette, Otsego Camp Club; Caleb	
Clark, Cooperstown, N. Y.; Miss E. M. Griswold, Adams, N. Y.; Wesley M. Rich,	
Joseph Sayles, Rome, N. Y.; Reuben Fuller, Charles Ellis, Clayton, N. Y.; N. D.	
Terrill, Mrs. L. Dale, Watertown, N. Y.	
TWO IN EEL BAY—two acres, owned by	Dr. L. Sargent, Watertown, N. Y.
WHORTLEBERRY ISLAND—two acres, owned by	Mrs. Etta Stillwell, New York
LITTLE WHORTLEBERRY ISLAND—half acre, owned by	Mrs. Lena E. B. Brown, Wilberham, Mass.
HUB ISLAND—one acre, owned by	George W. Best, Oswego, N. Y.
ONE TREE ISLAND—half acre, owned by	Rev. Mattison W. Chase, Ogdensburg, N. Y.
MAPLE ISLAND—ten acres, owned by	Joseph Atwell, Syracuse, N. Y.
TWIN—one acre, owned by	I. L. Huntington, Watertown, N. Y.
WATCH—one acre, owned by	Mrs. Elizabeth Skinner, New York
ISLE HELENA—one acre, owned by	Mrs. Helen S. Taylor, New York
OCCIDENT AND ORIENT—three acres, owned by	E. W. Washburn, New York

- ISLE OF PINES—two acres, owned by—McCord, New York
- FREDERICK—two acres, owned by C. L. Frederick, Carthage, N. Y.
- VANDERBILT ISLAND—three acres, owned by J. B. Hamilton, New York
- BAY SIDE—one acre, owned by H. F. Mosher, Watertown, N. Y.
- LATTIMER ISLAND—one acre, owned by Dr. Charles E. Lattimer, New York
- RIVERSIDE—(Mainland), owned by James C. Lee, Gouverneur, N. Y.
- KILLIEN'S POINT—(Mainland), one acre, owned by Killien, Lockport, N. Y.
- HOLLOWAY'S POINT—(Mainland), one acre, owned by Nathan Holloway, Omar, N. Y.
- FISHER'S LANDING—(Mainland), two acres, owned by Mrs. R. Gurnee, Miss Newton, Omar, N. Y.
- ISLAND HOME—one acre, owned by Mrs. S. D. Hungerford, Adams, N. Y.
- HARMONY—one fourth acre, owned by Mrs. Celia Berger, Syracuse, N. Y.
- WAVING BRANCHES—(Wells Island), owned by D. C. Graham, Stone Mills, N. Y.; A. Snell, Lafargeville, N. Y.; J. Petrie, Watertown, N. Y.; Jerome B. Loucks, Lafargeville, N. Y.; Isaac Mitchell, L. Hughes, Stone Mills, N. Y.; L. Ainsworth, F. Smith, H. S. Tolles, Ira Traver, Watertown, N. Y.
- BONNIE EYRIE—(Wells Island), owned by Mr. Peck, Boonville, N. Y.
- FERN CLIFF—(Wells Island), seven lots, owned by Drs. J. S. and C. E. Lattimer, New York
- GOOSE ISLAND—quarter acre, owned by Mrs. Lottie Simonds, Watertown, N. Y.
- BAY VIEW—owned by C. S. Lyman, Westmoreland, N. Y.
- JOLLY OAKS—(Wells Island), two acres, owned by Prof. A. H. Brown, Dr. N. D. Ferguson, John Norton, O. T. Green, Carthage, N. Y.; Hon. W. W. Butterfield, Redwood, N. Y.
- PEEL ISLAND—two acres, owned by Mrs. Sarah P. Lake, Mrs. Jane E. Tomlinson, and Miss Maggie Parker, Watertown, N. Y.
- ISLAND KATE—one acre, owned by Mrs. Kate Tomlinson, Watertown, N. Y.
- JOSEPHINE—two acres, owned by Mrs. Emma Kenyon, Watertown, N. Y.
- CALUMET—one-half acre, owned by Oliver Green, Boston, Mass.
- POINT VIVIAN—(Mainland), ten acres, owned by Rezot Tozer, J. J. Kinney, E. O. Hungerford, George Ivers, Evans Mills, N. Y., and others.
- LINDER'S—one acre, owned by John Linder, Utica, N. Y.
- ISLAND ROYAL—one acre, owned by Royal E. Deane, New York
- CEDAR—one acre, owned by J. M. Curtis, Cleveland, Ohio
- WILD ROSE—one acre, owned by Hon. W. G. Rose, Cleveland, Ohio
- GYPSY ISLAND—two acres, owned by J. M. Curtis, Cleveland, Ohio
- ALLEGHENY POINT—(Mainland), two acres, owned by J. S. Laney, Cleveland, Ohio
- PHOTO—two acres, owned by H. R. Heath, Brooklyn, N. Y.
- KEPLER'S POINT—three acres, owned by F. Ritter, Rochester, N. Y.
- KEPLER'S POINT—two acres, owned by J. W. Jackson, Plainfield, N. J.
- BELLE ISLAND—quarter acre, owned by Rev. Walter Ayrault, Geneva, N. Y.
- SEVEN ISLES—five acres, owned by Hon. Bradley Winslow, Watertown, N. Y.
- LOUISIANA POINT—(Wells Island), three acres, owned by Hon. D. C. LaBatt, New Orleans, La.
- QUARTETTE ISLAND—quarter acre, owned by Mrs. Wm. Egan, Chicago, Ill.
- SHADY COVERT—one acre, owned by Hon. John C. Covert, Cleveland, Ohio
- HILL CREST—(Wells Island), one acre, owned by Gen. I. H. Shields, Washington, D. C.
- AVEYRON—one acre, owned by Mrs. E. D. Beera, Washington, D. C.
- BEERA—half acre, owned by Mrs. E. D. Beera, Washington, D. C.
- BELLA VISTA LODGE—(Mainland), five acres, owned by William Chisholm, Cleveland, Ohio
- NEMAH-BIN—two acres, owned by James H. Oliphant, Brooklyn, N. Y.

COMFORT—two acres, owned by.....	A. E. Clark, Chicago, Ill.
WARNER ISLAND—one acre, owned by.....	H. H. Warner, Rochester, N. Y.
MINIUM—owned by.....	Rev. W. W. Walsh, Medina, N. Y.
LITTLE GEM—owned by.....	Mrs. Fred W. Thomson, Syracuse, N. Y.
ISLAND GRACIE—owned by.....	J. S. Laney, Cleveland, Ohio
WAW WINET—one-half acre, owned by.....	C. E. Hill, Chicago, Ill.
CUBA—one acre, owned by.....	M. Chauncey, Brooklyn, N. Y.
DEVIL'S OVEN—one acre, owned by.....	H. R. Heath, Brooklyn, N. Y.
SUNNYSIDE—(Cherry Island), five acres, owned by.....	Rev. George H. Rockwell, N. Y.
STUYVESANT LODGE—(Cherry Island), four acres, owned by.....	James E. Easton, Brooklyn, N. Y.
MELROSE LODGE—(Cherry Island), nine acres, owned by.....	A. B. Pullman, Chicago, Ill.
INGLESIDE—(Cherry Island), owned by.....	Mrs. G. B. Marsh, Chicago, Ill.
SAFE POINT—(Wells Island), four acres, owned by.....	H. H. Warner, Rochester, N. Y.
CRAIG SIDE—(Wells Island), owned by.....	H. A. Laughlin, Pittsburg, Pa.
WEST POINT—(Wells Island), seven acres, owned by.....	W. C. Browning, New York
PALISADE POINT—(Wells Island), five acres, owned by.....	Mrs. A. C. Beckwith, Utica, N. Y.
PULI MAN—three acres, owned by.....	George M. Pullman, Chicago, Ill.
NOBBY—three acres, owned by.....	H. R. Heath, Brooklyn, N. Y.
LITTLE ANGEL—one-eighth acre, owned by.....	W. A. Angell, Chicago, Ill.
WELCOME—three acres, owned by.....	Hon. S. G. Pope, Ogdensburg, N. Y.
FRIENDLY—three acres, owned by.....	E. W. Dewey, Brooklyn, N. Y.
LINLITHGOW—one-fourth acre, owned by.....	Mrs. R. A. Livingston, New York
FLORENCE—two acres, owned by.....	H. S. Chandler, New York
ST. ELMO—three acres, owned by.....	Nathaniel W. Hunt, Brooklyn, N. Y.
FEISENECK—(Wells Island), owned by.....	Prof. A. G. Hopkins, Clinton, N. Y.
POINT LOOKOUT—(Wells Island), one acre, owned by.....	Miss L. J. Bullock, Adams, N. Y.
EDGEWOOD PARK—(Mainland), thirty acres, owned by.....	J. P. Lamson, Cleveland, Ohio
EDGEWOOD—(Point Mainland), one acre, owned by.....	G. C. Martin, Watertown, N. Y.
WEST VIEW—(Point Mainland), one acre, owned by.....	Hon. S. G. Pope, Ogdensburg, N. Y.
VILULA—(Point Mainland), half acre, owned by.....	Capt. F. Dana, Alexandria Bay, N. Y.
NUT SHELL—(Point Mainland), five acres, owned by.....	Mrs. C. W. Crossmon, Alexandria Bay, N. Y.
ISLE IMPERIAL—one acre, owned by.....	Gilbert S. Rafferty, Pittsburg, Pa.
HUB CLARK ISLAND—quarter acre, owned by.....	Will Clark, Jersey City, N. J.
FERN—one acre, owned by.....	Mrs. J. Winslow, Watertown, N. Y.
HART'S—five acres, owned by.....	Hon. E. K. Hart, Albion, N. Y.
DESHLER—fifteen acres, owned by.....	W. G. Deshler, Columbus, Ohio
NETS—one acre, owned by.....	William B. Hayden, Columbus, Ohio
BONNIE CASTLE—(Point Mainland), fifteen acres, owned by.....	Mrs. J. G. Holland, New York
CRESCENT COTTAGES—(Mainland), ten acres, owned by.....	Mrs. J. K. Howe, Troy, N. Y.
POINT MARGUERITE—(Mainland), thirty acres, owned by.....	Mrs. E. Anthony, New York
THE LEDGES—(Mainland), fifteen acres, owned by.....	Mrs. Sara E. K. Hudson, New York
LONG BRANCH—(Point Mainland), ten acres, owned by.....	Mrs. C. E. Clarke, Watertown, N. Y.
SUN-DEW ISLAND—one acre, owned by.....	Charles M. Slamm, Paymaster U. S. Navy
MANHATTAN—five acres, owned by.....	J. L. Hasbrouck and Hon. J. C. Spencer, New York
ST. JOHN—six acres, owned by.....	Hon. Charles Donohue, New York
MAPLE—six acres, owned by.....	J. L. Hasbrouck, New York
FAIRY LAND—twenty acres, owned by.....	Charles H. Hayden and William B. Hayden, Columbus, O.
LITTLE FRAUD—one-half acre, owned by.....	R. Pease, Geneva, N. Y.

PIKE ISLAND—one acre, owned by.....	Frank F. Dickinson, New York
HUGUENOT—two acres, owned by	Levi Hasbrouck, Ogdensburg, N. Y.
ANTOINE—one-fourth acre, owned by.....	Misses Sarah and Georgie Walton, Alexandria Bay, N. Y.
RESORT—three acres, owned by.....	W. G. Lewis, Pittsburg, Pa.
DEER—forty acres, owned by.	Douglas Miller, New Haven, Conn.
ISLAND MARY—two acres, owned by.....	William L. Palmer, Carthage, Dakota
LOTUS LAND—seven acres, owned by.....	G. H. Robinson, New York
IDLEWILD—four acres, owned by.....	Mrs. R. H. Eggleston, New York
LITTLE LEHIGH—one acre, owned by.....	W. A. and R. H. Wilbur, Bethlehem, Pa.
SPORT—four acres, owned by.....	E. P. Wilbur, Bethlehem, Pa.
SUNNYSIDE—two acres, owned by.....	W. Stevensen, Sayre, Pa.
SUMMER LAND—ten acres, owned by the "Summer Land Association," composed of the following members: Rev. Asa Saxe, D.D., Francis M. McFarlin, James Sargent, Emory B Chase, Leon E. Brace, Isalah F. Force, Henry C. Wisner, Lewis P. Ross, Charles W. Gray, Geo. A. Newell, Henry O. Hall, Joseph A. Stud and Frank W. Hawley, of Rochester, N. Y.; Rev. Almon, Gunnison, D. D., and Frank Sperry, of Brooklyn; Rev. Richmond Flisk, Alfred Underhill and Horace Bronson, of Syracuse, N. Y.	
ARCADIA AND INA—five acres, owned by.....	S. A. Briggs, New York
SPUTEN DUYVEL—one acre, owned by.....	Alice P. Sargent, New York
DOUGLAS—five acres, owned by.....	Douglas Miller, New Haven, Conn.
KIT GRAFTON—one-half acre, owned by.....	Mrs. S. L. George, Watertown, N. Y.
LOOKOUT—two acres, owned by.	Thomas H. Borden, New York
ELLA—one-fourth acre, owned by.....	R. E. Hungerford, Watertown, N. Y.
LITTLE CHARM—one-eighth acre, owned by	Mrs. F. W. Barker, Alexandria Bay, N. Y.
EXCELSIOR GROUP—five acres, owned by.....	C. S. Goodwin, New York
ELEPHANT ROCK—one-eighth acre, owned by.....	T. C. Chittenden, Watertown, N. Y.
SUNBEAM GROUP—one acre, owned by.. ..	Odd Fellows, Watertown, N. Y.
ALICE—two acres, owned by.....	Col. A. J. Casse, New York
SCHOONER—six acres, owned by.....	J. Norman Whitehouse, New York
BIRCH—seven acres, owned by.....	W. J. Lewis, Pittsburg, Pa.
DINGLESTEIL—four acres, owned by.....	Joseph Babcock, Alexandria Bay, N. Y.
OURS—three acres, owned by.....	Mrs. M. Carter, Poughkeepsie, N. Y.
LONE PINE ISLAND—one acre owned by..	Wm. M. Comstock and Walter Rulison, Evans Mills, N. Y.
HELEN'S ISLAND—owned by.....	Mrs. O. G. Staples, Washington, D. C.
ROB ROY—two acres, owned by.....	Mrs. A. H. Greenawalt, Pittsburg, Pa.
LITTLE DELIGHT—two acres, owned by.....	Louis W. Morrison, New York
CLOUD REST—four acres, owned by.....	Mrs. A. H. Greenawalt, Pittsburg, Pa.
CHILLON ISLAND—four acres, owned by	Mrs. A. H. Greenawalt, Pittsburg, Pa.
LILY'S ISLAND—quarter acre, owned by	Miss L. B. H. Morrison, Erie, Pa.
BERKSHIRE—twenty acres, owned by	Hon. S. G. Pope, Ogdensburg, N. Y.
WYANOKE—owned by.....	C. B. Orcutt, Elizabeth, N. J.
DARK—owned by.....	W. H. Harrison, Georgia
WHITNEY—owned by.....	Colden Rhind, Georgia

ROUTES TO THE BAY.

Leave New York (Grand Central depot) by N. Y. C. & H. R. R. R., through sleeping car over R. W. & O. R. R. via Utica to Clayton, where steamers for Alexandria Bay connect with all trains. Or, you can leave the Central at Utica, and take the cars on R. W. & O. R. R., which will take you, without change of cars, to Clayton, in four and a half hours, twelve miles from Alexandria Bay, where a steamer will be found which will complete the journey in one hour.

Leave the New York Central at Rome, and enter the palace cars of the Rome, Watertown & Ogdensburg railroad. A few hours' ride on these will bring you to Cape Vincent, thirty miles from Alexandria Bay, where steamers run to and fro twice a day, connecting closely with the trains.

Take the West Shore route via Utica in connection with the R. W. & O. R. R., or via Syracuse in connection with the Rome, Watertown & Ogdensburg R. R.

Or, if you please, take the other branch at Watertown, and ride through a picturesque country to Ogdensburg (six hours from Rome), and there take steamer up the river to the Bay—thirty-six miles.

Or, leave the Central at Syracuse (which shortens the distance for parties from the west), and take the Syracuse Northern to Richland, from which place the route is again on the R. W. & O. R. R.

Or, starting from Oswego (to which city is a railroad from Syracuse, and lines of steamers from all the principal points of the great lakes, some of which go to the Bay), a branch of the R. W. & O. connects with the main road to Richland.

Or, if from the east, you take the Delaware & Hudson at Troy or Albany, going through Saratoga and along the west shore of Lake Champlain to Rouse's Point, there taking the Ogdensburg & Lake Champlain R. R. to Ogdensburg, having a delightful sail from Ogdensburg by steamer to Alexandria Bay.

Or, leaving Albany or Troy via D. & H. C. Co., taking steamers through Lakes George and Champlain (the most delightful of all) to Plattsburg, D. & H. to Rouse's Point, O. & L. C. and steamer to Alexandria Bay, making one of the best trips in this country.

Or, from Chicago and the west, take the Limited Express via Chicago & Grand Trunk R. R. at 3:25 p. m. daily, with Pullman sleepers, arriving at Gananoque Junction at 3 p. m. next day, connecting with 1000 Island Railway and steamer for Alexandria Bay, arriving in time for supper. Only twenty-five hours from Chicago to Alexandria Bay. The "boss route."

Or, take Atlantic Express at 8:15 p. m. daily, arriving at Kingston next day at 2 a. m. (except Sundays). Pullman sleeper runs direct to Kingston wharf, and lies over to enable passengers to have a full night's rest, connecting at 5 a. m. with steamers of the Richelieu & Ontario Navigation Co. for Alexandria Bay and Montreal. (See map and advertisement.)

Or, from Portland, Old Orchard Beach, Montreal or Quebec and Maine resorts, take the Grand Trunk R. R. to Brockville, Gananoque or Kingston, and steamers from those points to Alexandria Bay, making one of the most delightful trips in this country.

Or, starting from New York, take the New York, Ontario & Western R. R. from West 42d street, Cortlandt or Debrosses street ferries, and enter the through Pullman buffet sleeping cars for Cape Vincent. (This is the only route from New York running Pullman sleepers to the islands.)

At Cape Vincent the new steamer St. Lawrence makes close connection with the trains, running thirty miles down the river, through the islands to the Bay.

Connections with the Pennsylvania R. R. by this route are made in Jersey City, in Union station, and all transfer across New York city avoided.

From Portland, Old Orchard Beach and Maine resorts, take the Portland & Ogdensburg R. R., passing through the White Mountains and Vermont via Rouse's Point to Ogdensburg, and steamer to Alexandria Bay. This is the shortest line from the White Mountains and Maine.

Visitors from the east, whose route is by the Northern railroad, which connects with the Vermont Central, will take a steamer at Ogdensburg for the rest of the journey, which leaves upon the arrival of the train, reaching the Bay in time for supper.

The Royal Mail line of steamers run from Niagara Falls to Montreal, passing down the St. Lawrence by daylight, and stopping at the Bay.

Since the completion of the Lake Ontario Shore railroad, facilities for reaching Alexandria Bay from the west have improved. Parties may now leave Niagara Falls in palace cars in the morning and ride in them to Clayton, and there taking a steamer, arrive at the Bay in time for supper.

HOTELS EN ROUTE.

The following hotels, among others, are recommended to persons *en route* to the Thousand Islands, on account of their accommodations and management :

BAGG'S HOTEL, Utica, N. Y.....	T. R. Proctor, Proprietor
GLOBE HOTEL, Syracuse, N. Y.....	Dickinson & Austin, Proprietors
POWERS HOTEL, Rochester, N. Y.....	Buck & Sanger, Proprietors
OSBURN HOUSE, Auburn, N. Y.....	J. E. Allen, Proprietor
SEYMOUR HOUSE, Ogdensburg, N. Y.....	F. J. Tallman, Proprietor
DANIELS' HOTEL, Prescott, Ont.....	L. H. Daniels, Proprietor
RUSSELL HOUSE, Ottawa, Ont.....	James Guin, Proprietor
ST. LAWRENCE HALL, Montreal, Que.....	H. Hogan, Proprietor
FOQUET'S HOTEL, Plattsburg, N. Y.....	A. J. Sweet, Proprietor
FERGUSON HOUSE, Malone, N. Y.....	S. E. Flanagan, Proprietor
WINDSOR HOTEL, Montreal, Que.....	George W. Sweet, Manager
SPRING HOUSE, Richfield Springs.....	T. R. Proctor, Proprietor

DISTANCE CARD.

Niagara to Toronto.....	40 miles	Montreal to Albany.....	251 miles
Toronto to Alexandria Bay.....	167 "	" Troy.....	251 "
Oswego to Alexandria Bay.....	100 "	" Saratoga.....	212 "
Clayton to Alexandria Bay.....	12 "	" White Mountains.....	201 "
Alexandria Bay to Montreal.....	169 "	Ogdensburg to Ottawa.....	53 "
" " Watertown.....	28 "	Montreal to Quebec.....	280 "
" " Utica.....	132 "	Ogdensburg to Malone.....	61 "
" " Brockville.....	24 "	" Chateaugay.....	73 "
" " Portland via O. & L. C.....	400 "	" Chateaugay Chasm.....	74½ "
" " Boston via O. & L. C.....	442 "	" Ralph's.....	88 "
" " Ogdensburg.....	36 "	" Saratoga.....	255 "
Montreal to Portland.....	278 "	Quebec to Roberval, Lake St. John.....	190 "
" New York.....	406 "		



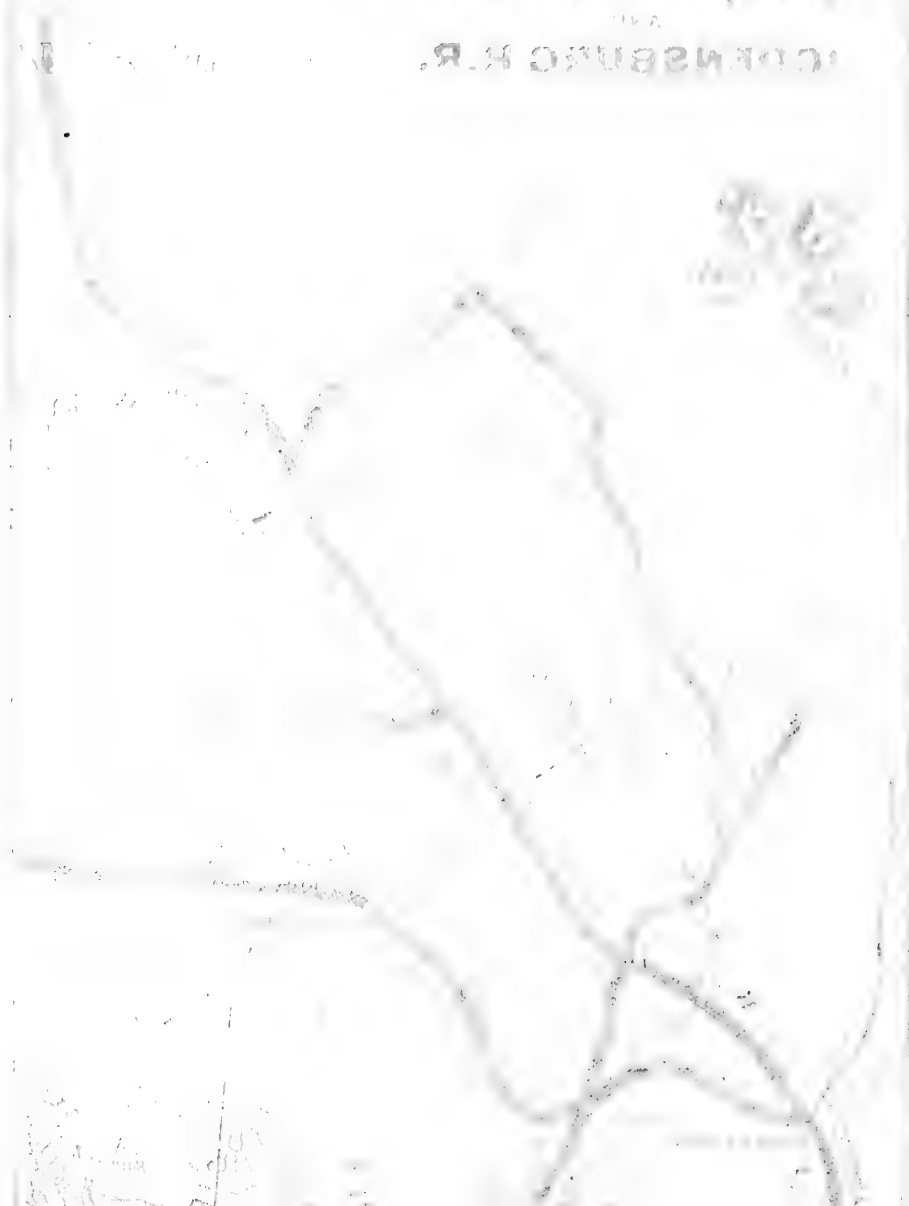
THE ADIRONDACK
MOUNTAIN REGION
AS REACHED BY THE
**ROME, WATERTOWN
AND
OGDENSBURG R.R.**

Scale of Miles

0 5 10 15 20 25
"N. Y. C. & H. R. R. Co., Lessee."



THE ADDRESS
MOUNTAIN REGION
AS FOR THE
HOME, WATSON
AND
COLUMBIA R.R.



Rome, Watertown & Ogdensburg R. R.

(N. Y. C. & H. R. R. CO. LESSEE.)

IMPROVEMENTS.

ON March 14th, 1891, the Rome, Watertown & Ogdensburg R. R. was leased in perpetuity to the New York Central & Hudson River R. R., "The World's Greatest and Only Four-Track Railroad." The lessee Company, appreciating the value of its new acquisition, and its capability of becoming the largest and most important summer resort and tourist traffic route in America, proceeded at once, with its usual enterprise, to raise to trunk line standard that portion of the newly-acquired property patronized by the summer travel. This has been accomplished by hard work and the outlay of a large sum of money—nearly one million dollars—in permanent improvements and betterments, notably the relaying of the railway of the Eastern Division, "The Popular Black River Route," with the heaviest steel rails used north of the Trunk Lines, renewing and re-ballasting its road-bed, placing new ties and increasing the number of same per mile, replacing bridges with strong new ones of steel and iron, re-ballasting and improving the Syracuse Northern Line, and making various other improvements on the R. W. & O. System, all of which enables the Company to inaugurate a new era in Northern New York passenger train service. The improvement in equipment and service has kept pace with that of the road-bed and railway. Standard locomotives, capable of hauling the heaviest passenger trains at high speed, have been added to the motive power. The perfection and comfort of the new passenger equipment will elicit the admiration of our patrons. New trains, the counterpart in the make-up of the famous Limited trains on the New York Central & Hudson River R. R., will run on fast schedule time and without stops from Syracuse and from Utica to Clayton for the Thousand Islands the St. Lawrence River and Canada pleasure travel, also to Norwood for the Adirondack Mountains, the White Mountains, Maine and New England sea-coast travel.

These trains will be perfectly appointed, solid vestibuled trains, and will carry new Day Coaches, new Wagner Sleeping Cars, Drawing-Room Cars and Smoking Cars. All cars have Wagner Vestibules and are mounted on steel wheels. In carrying out the policy of developing summer travel by offering every facility, the New York Central & Hudson River R. R. has placed in service new fast trains, designated on the New York Central & Hudson River R. R. as the "Northern New York Special" and the "Adirondack Mountains & Portland Special."

Complete trains will run solid, at the speed of the New York Central Limited trains, and with the equipment above mentioned, between Suspension Bridge, Niagara Falls, Buffalo and Syracuse, stopping only at Rochester, and between New York, Albany and Utica. No extra fare will be charged on these trains.

Niagara Falls and Thousand Island Club Train leaves Niagara Falls about 8:58 A. M.; stops only at Buffalo, Rochester and Syracuse. Leaves Syracuse 2:00 P. M.; arrives at Clayton, 5:20 P. M.; Alexandria Bay, 7:00 P. M.

Westbound leaves Alexandria Bay, (Str.) 7:30 A. M.; Clayton, 9:00 A. M.; arrives Syracuse 12:15 P. M.; Buffalo, 4:15 P. M.; Niagara Falls, 5:12 P. M. A superb train of Wagner Cars, comprising a Vestibuled Club Car, Vestibuled Buffet Parlor Car, Vestibuled Sleeping Car, Vestibuled Day Coaches.

St. Lawrence Steamboat Express leaves Niagara Falls, 8:20 P. M.; Buffalo, 9:15 P. M.; New York, 7:30 P. M. Arrives Clayton, 5:30 A. M. Connects with R. & O. Navigation Co. Steamer for Montreal, etc., arriving at Alexandria Bay, — A. M. Empire State Express leaves New York 8:30 A. M.; Utica, 1:15 P. M.; arrives Clayton, 4:30 P. M.; Alexandria Bay, 5:45 P. M.

Fourteen express trains arrive at, and depart from Clayton every week day. Four express trains on Sundays.

Send Ten Cents postage for illustrated book of "Routes and Rates for Summer Tours," the handsomest and most complete book of its character in the world. For tickets, time tables, and further information apply to ticket agents of N. Y. C. & H. R. R. R., R. W. & O. R. R. and connecting lines, or correspond with

THEO. BUTTERFIELD,

GENERAL PASSENGER AGENT, SYRACUSE, N. Y.

THE WINDSOR HOTEL, MONTREAL.



RATES : \$4.00 : TO : \$5.00 : PER : DAY.

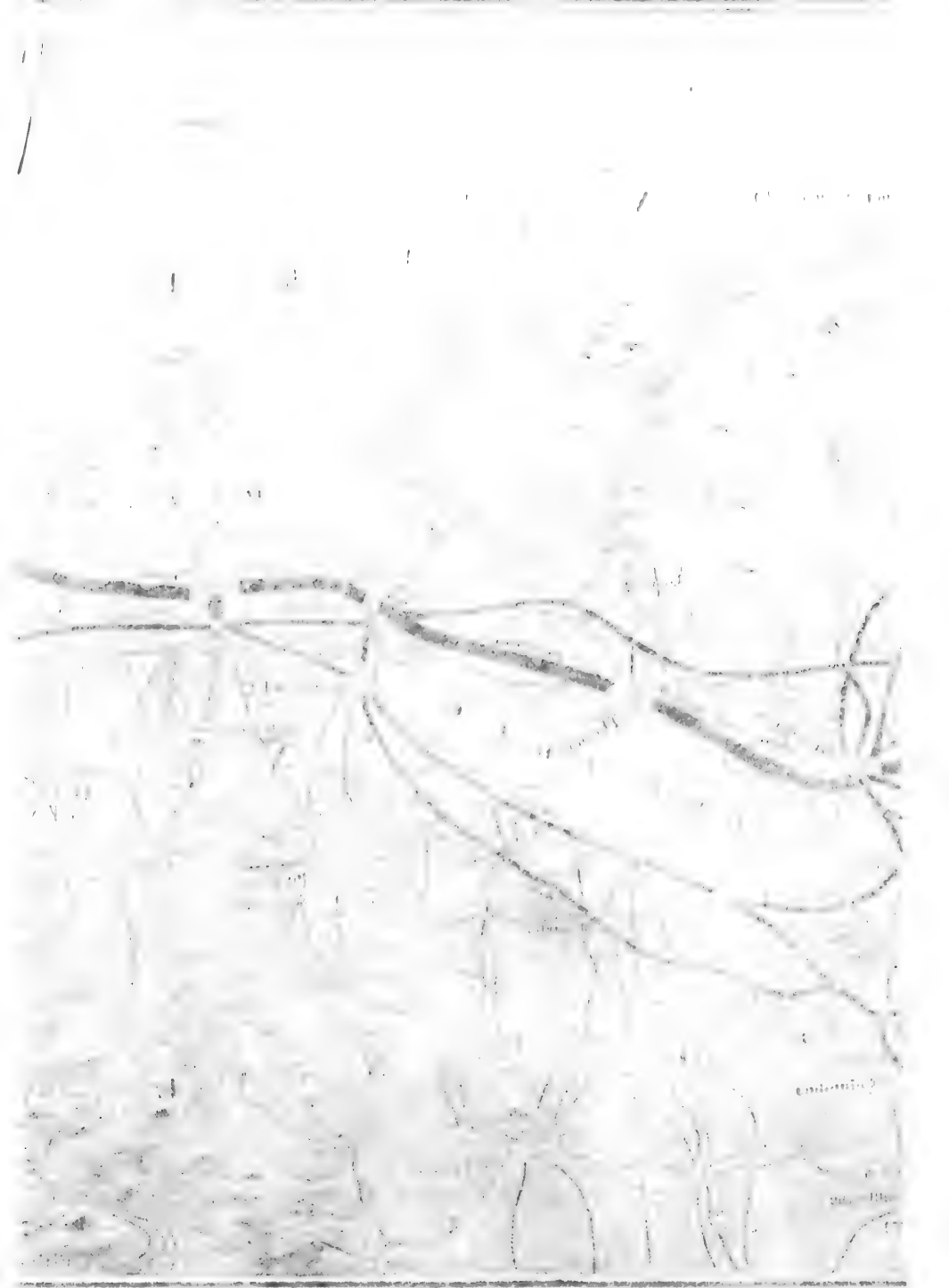
Situated in the centre of the city, and facing the famous Dominion Square. It is in the vicinity of Montreal's most interesting portions.

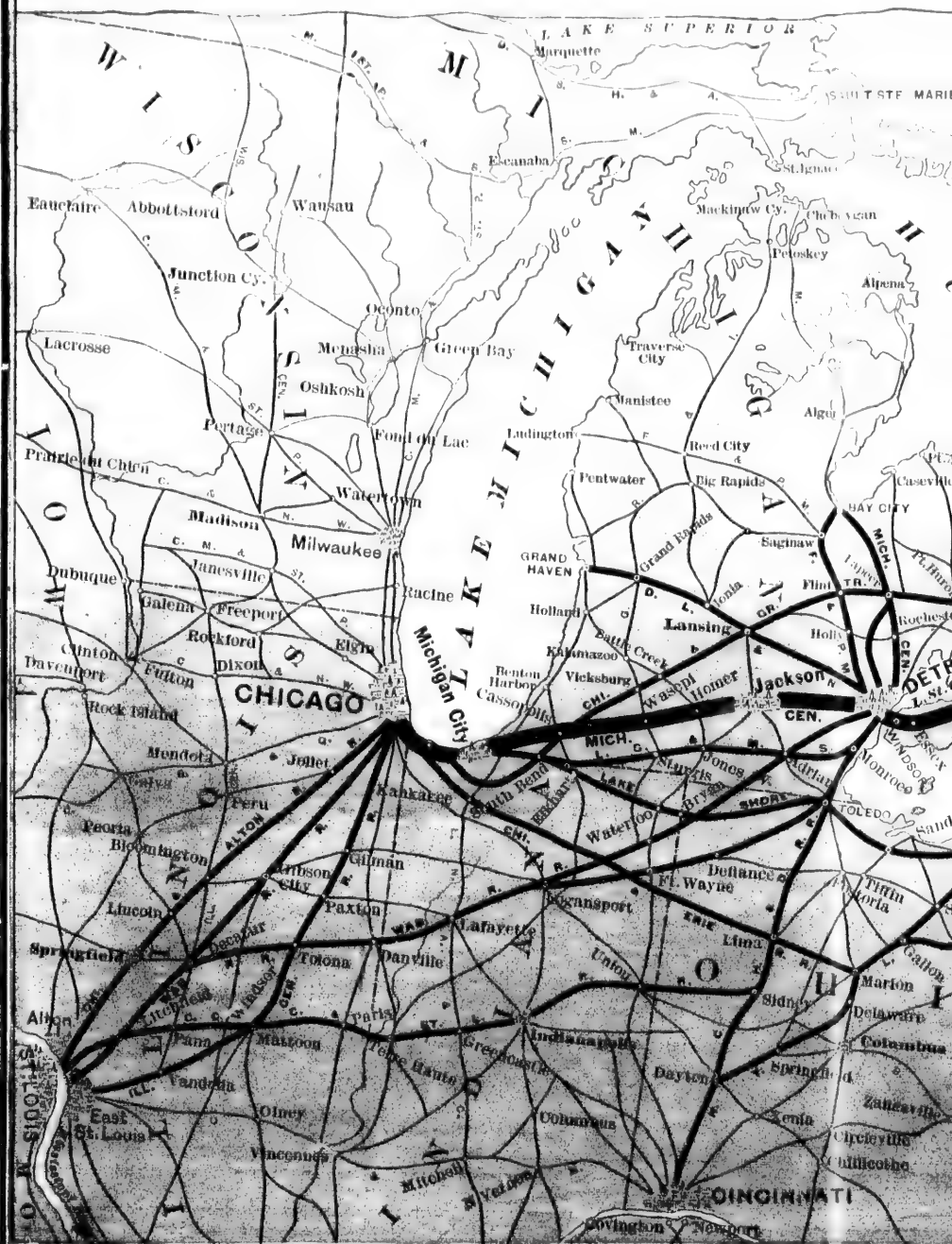
The Windsor Stands Unrivalled

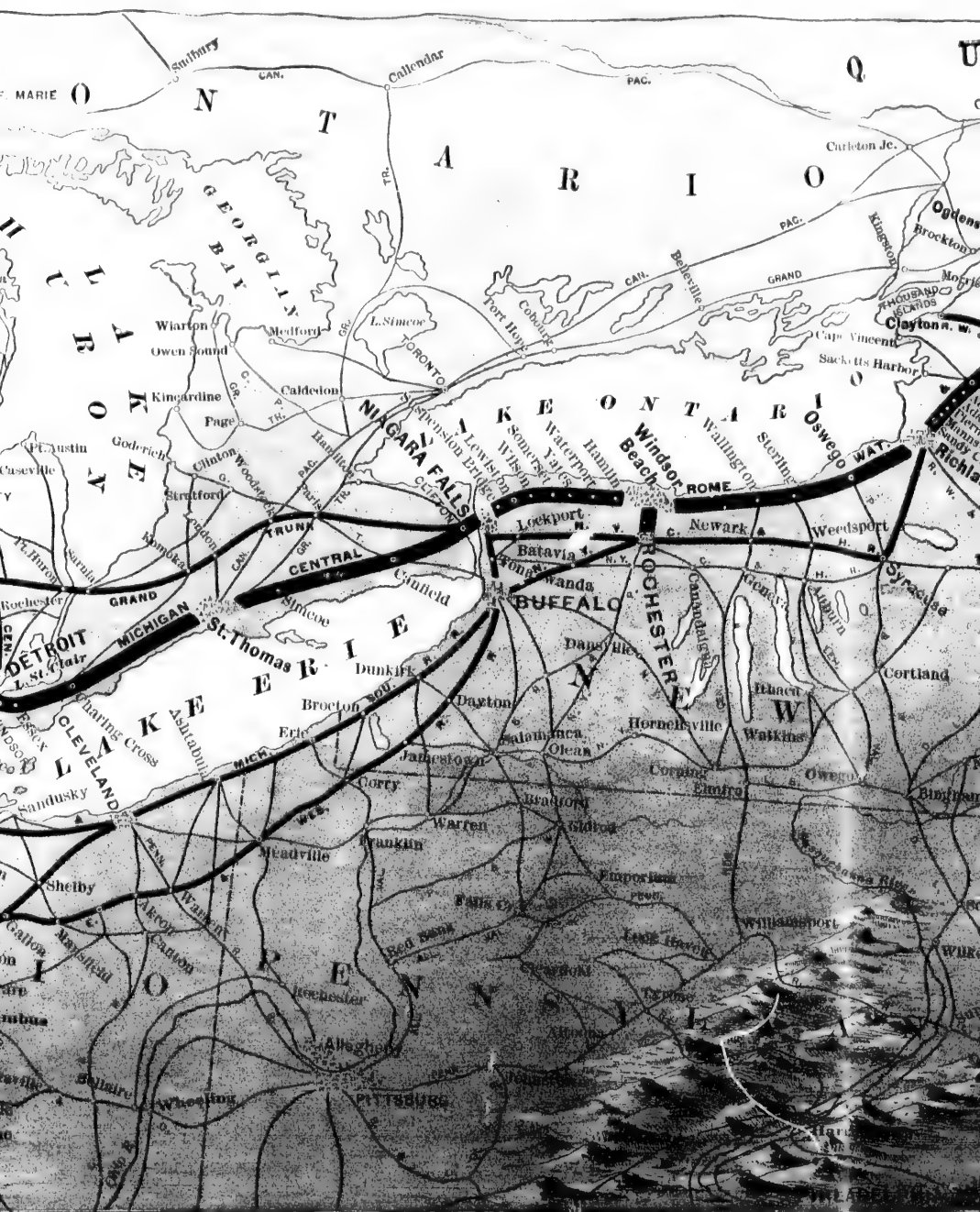
IN CANADA AND UNSURPASSED IN THE WORLD.

Its cool, airy rooms, its magnificent appointments, its palatial corridors, parlors and dining room, and its perfect cuisine, hold a world-wide reputation, and it is recognized as the only hotel in the city of Montreal constructed to supply the demands of pleasure seekers.

H. S. DUNNING, Manager.



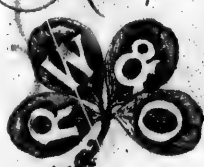








Niagara Falls, WHITE MOUNTAINS AND New England Coast Line







Quebec & Lake St. John Railway, THE NEW ROUTE TO THE FAR-FAMED SAGUENAY,

And the **ONLY RAIL LINE** to the Delightful Summer Resorts and Fishing Grounds north of Quebec, and to **Lake St. John** and **Chicoutimi**, through the

CANADIAN ADIRONDACKS.

Trains connect at Chicoutimi with Saguenay Steamers for

TADOUSSAC, CACOUNA, MURRAY BAY, AND QUEBEC,

A round trip unequalled in America, through matchless Forest, Mountain, River and Lake Scenery, down the majestic Saguenay by daylight and back to the Fortress City,

TOUCHING AT ALL THE BEAUTIFUL SEA-SIDE RESORTS

on the Lower St. Lawrence, with their chain of commodious Hotels.

PARLOR AND SLEEPING CARS.

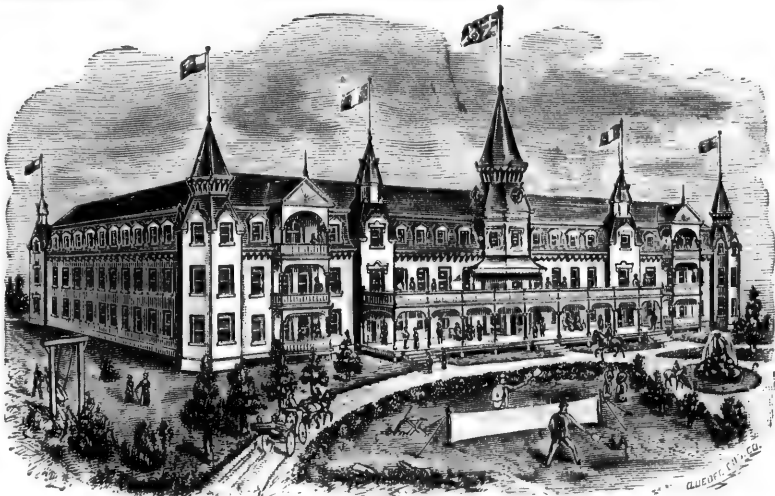
MAGNIFICENT SCENERY.

BEAUTIFUL CLIMATE.

Apply to the Ticket Agents of all principal cities.

HOTEL ROBERVAL,

Lake St. John,
Has first-class accommodations for 300 guests, and is run in connection with the **Island House**, at **Grand Discharge**, of Lake St. John, the Center of the **Ouananiche Fishing Grounds**.



HOTEL ROBERVAL, Roberval, Lake St. John, P. Q.

TO INVALIDS—The climate of Lake St. John and the intervening country along the railway is strongly recommended by physicians. Its soft balmy air, due to its being protected from the rough winds of the St. Lawrence, and to the proximity of forests of pine, spruce and cedar, is very beneficial and exhilarating to invalids. Lake St. John is 353 feet above tide water.

A beautifully illustrated Guide Book free on application.

ALEX. HARDY,

General Passenger Agent, Quebec, P. Q.

J. G. SCOTT,

Secretary and Manager.

GRAND TRUNK RAILWAY

—INCLUDING—

CHICAGO & GRAND TRUNK RAILWAY;
DETROIT, GRAND HAVEN & MILWAUKEE RAILWAY;
MICHIGAN AIR LINE;
TOLEDO, SAGINAW & MUSKEGON RAILWAY;
CINCINNATI, SAGINAW & MACKANAW R. R.
CHICAGO, DETROIT & NIAGARA FALLS SHORT LINE, &c.

THE ONLY FASHIONABLE PLEASURE ROUTE . . .
. . . THE GREAT INTERNATIONAL HIGHWAY.

VIA THE ST. CLAIR TUNNEL,

Connecting Canada and United States by a continuous all rail line. Between every city in Ontario and Quebec, and all points across the American Continent.

Quebec, Montreal, Toronto, Ottawa, St. Thomas, Chatham, London, Hamilton, Kingston, Brockville, Peterborough, Sarnia, Niagara Falls, Portland, Me., Lewiston, Me., Buffalo, N. Y., Detroit, Mich., Chicago, Ill., Ogdensburg, N. Y.

In connection with the RICHELIEU & ONTARIO NAVIGATION CO. a series of ATTRACTIVE OPTIONAL TOURS has been arranged, allowing use of rail or steamer at pleasure of the passenger, and reaching all the famous summer resorts. Take the Vestibuled Limited, from Chicago via Kingston or Gananoque Junction for

Clayton, Alexandria Bay, Thousand Islands, Rapids of the St. Lawrence, White, Green and Adirondack Mountains, Saratoga Springs, Old Orchard Beach, Lakes Champlain and George and all Sea Coast Resorts.

Elegant Pullman Palace Sleeping and Parlor Cars

Are attached to all Express Trains between Chicago, Detroit, Niagara Falls and Portland, Me.

An extensive variety of Tourists' Tickets are placed on sale during the SEASIDE and TOURIST SEASONS, covering the most popular and interesting routes on the Continent, and at the LOWEST FARES. Full information as to same can be obtained at all the Company's stations and agencies.

CHEAP EXCURSIONS, up by rail and down by steamer from Montreal to Kingston, Alexandria Bay, Brockville, Ottawa, Prescott, Cornwall, Coteau. Baggage checked through to all Summer Resorts.

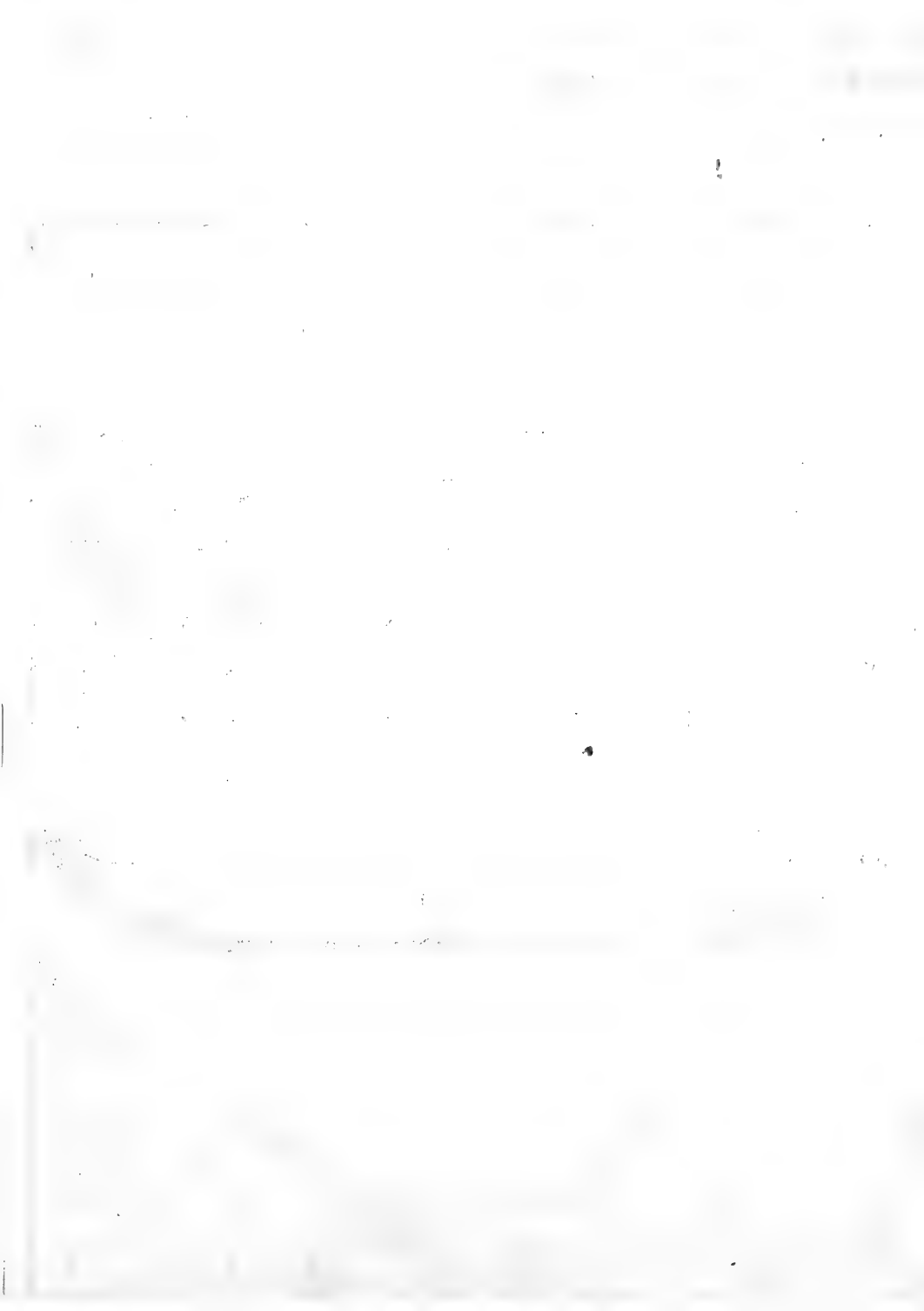
See that your tickets read via Grand Trunk Railway, the Fashionable Pleasure Route, and take no other, inferior, circuitous lines.

N. J. POWER,
General Passenger Agent.

L. J. SEARGEANT,
General Manager.

GEO. T. BELL,
Asst. Gen. Pass. Agent.

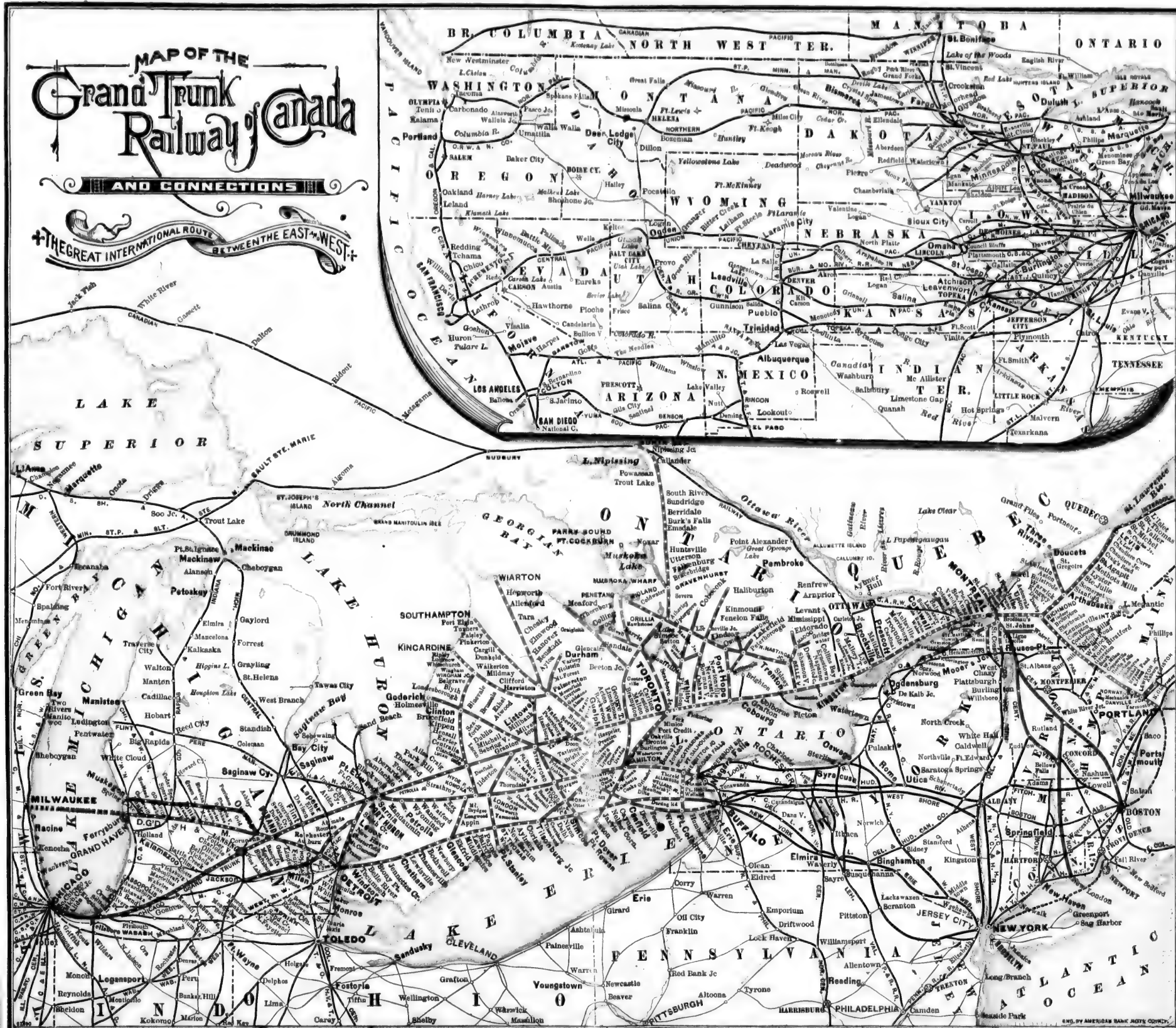
Head Office, Montreal.

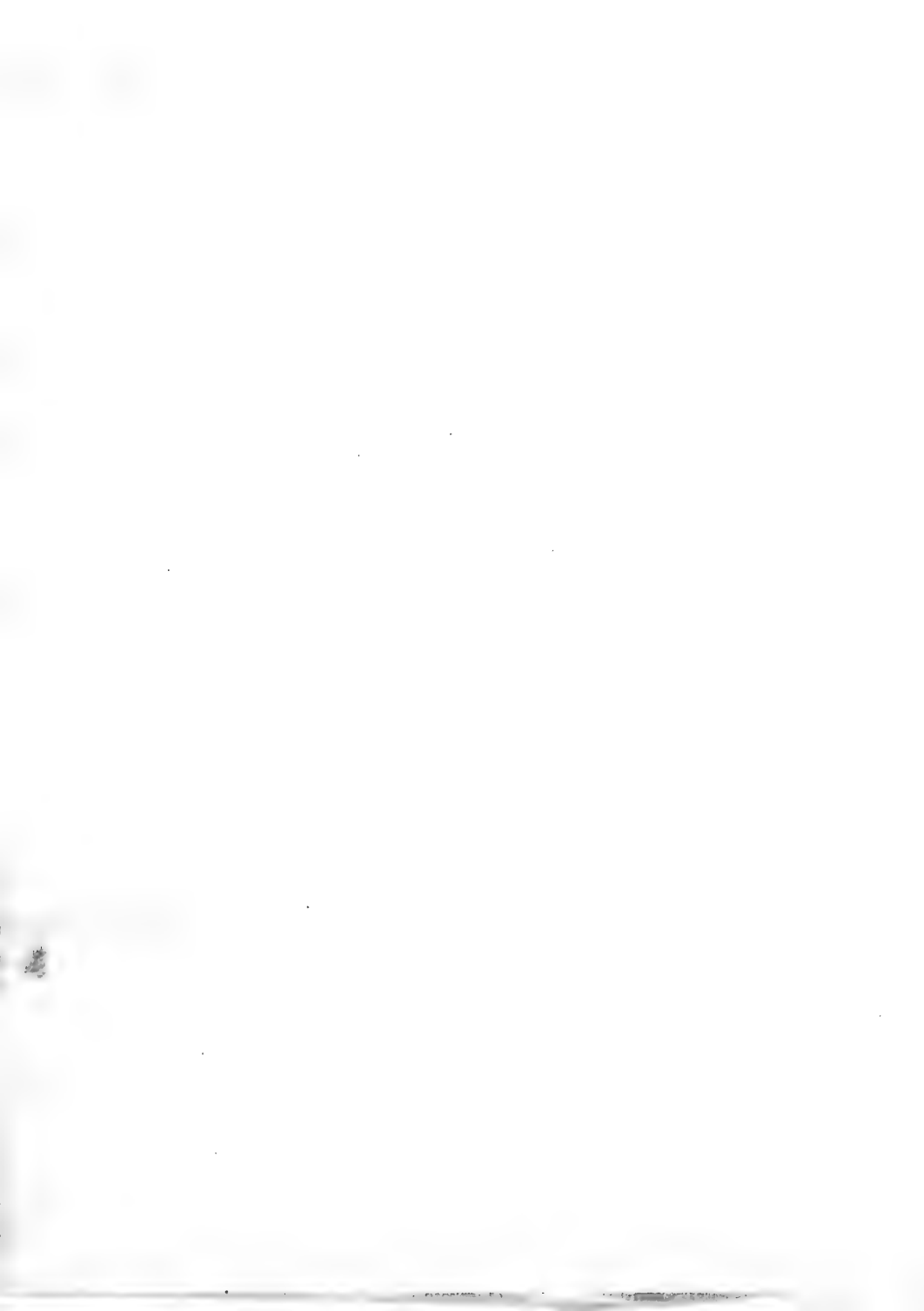


How to reach the ST. LAWRENCE RIVER RESORTS, via the CHICAGO & GRAND TRUNK and GRAND TRUNK RAILWAYS ROUTE, for Alexandria Bay, Round Island, Thousand Island Park and Clayton:

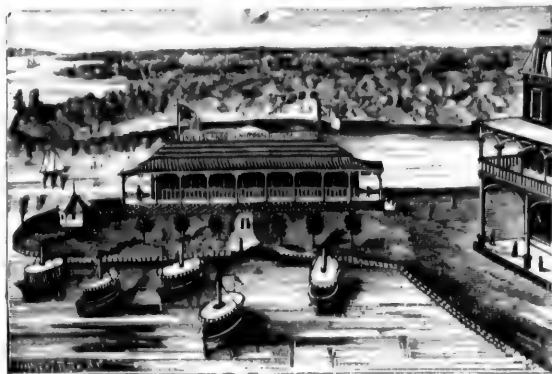
Via GANANOQUE.—Leave Chicago, Limited Express, 3.10 p.m., arrive at Gananoque Junction next day at 3.08 p.m. (except Sunday), connecting at Gananoque Junction with Thousand Island Railway Company for Gananoque, at which point direct connections are made with the Deseronto Navigation Company's Steamers for Clayton, Round Island, Thousand Island Park and Alexandria Bay, arriving at those points in time for supper.

Via KINGSTON.—Leave Chicago, Atlantic Express, at 8.15 p.m., arriving at Kingston next day at 8.40 a.m. (except Sunday). A Pullman Sleeper leaves Suspension Bridge 4.35 p.m. daily (except Sunday) for Kingston Wharf, and is attached to this train at Toronto, leaving there 8.30 p.m., enabling passengers to have a full night's rest; connecting at 4.30 a.m. with Steamers of the Richelieu & Ontario Navigation Company for Clayton, Round Island, Thousand Island Park, Alexandria Bay, Brockville, Prescott, Cornwall, Coteau Landing and Montreal. Also connecting at Kingston with St. Lawrence River Steamboat Company's Steamers for Cape Vincent, Clayton, Alexandria Bay and all Thousand Island Points.





THE PAVILION



One of the most interesting and attractive features at Alexandria Bay is . . .



THE PAVILION

Which is situated at a delightful spot among the Islands. . . .



Upon entering the Pavilion the visitor is struck with wonder at being transferred into such a strange land.

AN ELEGANT EXHIBITION
of High Art, 

AS
WELL
AS

A GENERAL PRODUCTION
from Japan, 

THE LAND OF THE RISING SUN.

You are well acquainted with the wonderful skill of the Mikado's nation. Their productions are all odd pieces, no two alike. Here you will find displayed articles from the Highest Grade to the General Merchandise.

A tiny, but handsome **After-Dinner Cup and Saucer**, will be everybody's

~ SOUVENIR FROM ALEXANDRIA BAY, ~

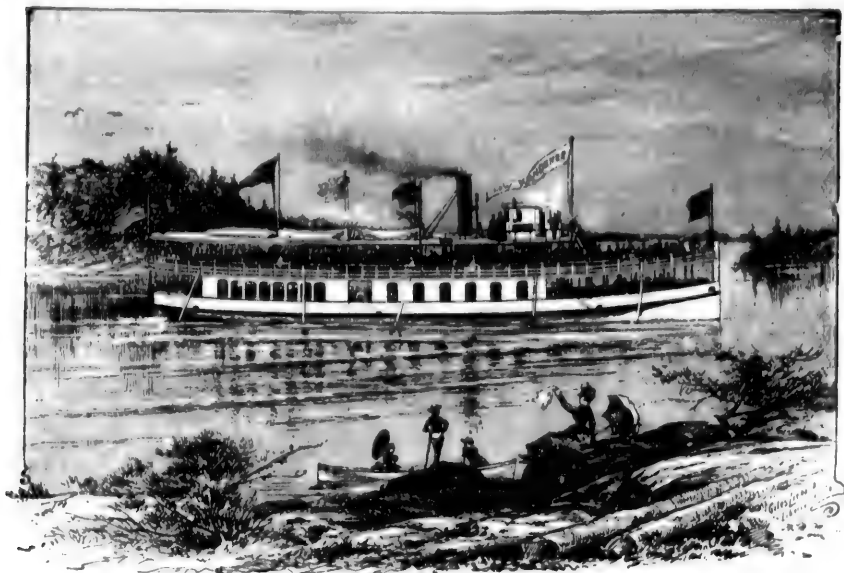
As well as a large piece of most distinguished work. The principle of the display is devoted to the interest of the visitors. You are always welcome, whether you purchase or not. Refined Japanese gentlemen will attend you politely, and converse with you of the art and artisans of their native land.

Direct from Japanese Manufacturers.

H. K. TETSUKE & CO.

50 Miles AMONG THE ISLANDS.

ROUND TRIP 50 CENTS.



MORE

ISLANDS TO BE SEEN,
MILES TO RIDE,
PLEASURE TO ENJOY.

— BY TAKING A TRIP ON THE —

NEW ~ ISLAND ~ WANDERER,

BUILT EXPRESSLY FOR THIS ROUTE, THAN CAN BE HAD ON ANY OTHER BOAT ON THE RIVER.

THE ONLY STEAMER MAKING THE FULL FIFTY MILE TRIP.

Don't Miss this Trip. ~ ~ Fare Fifty Cents.

Wm. C. HUDSON, Captain.



s,

A.

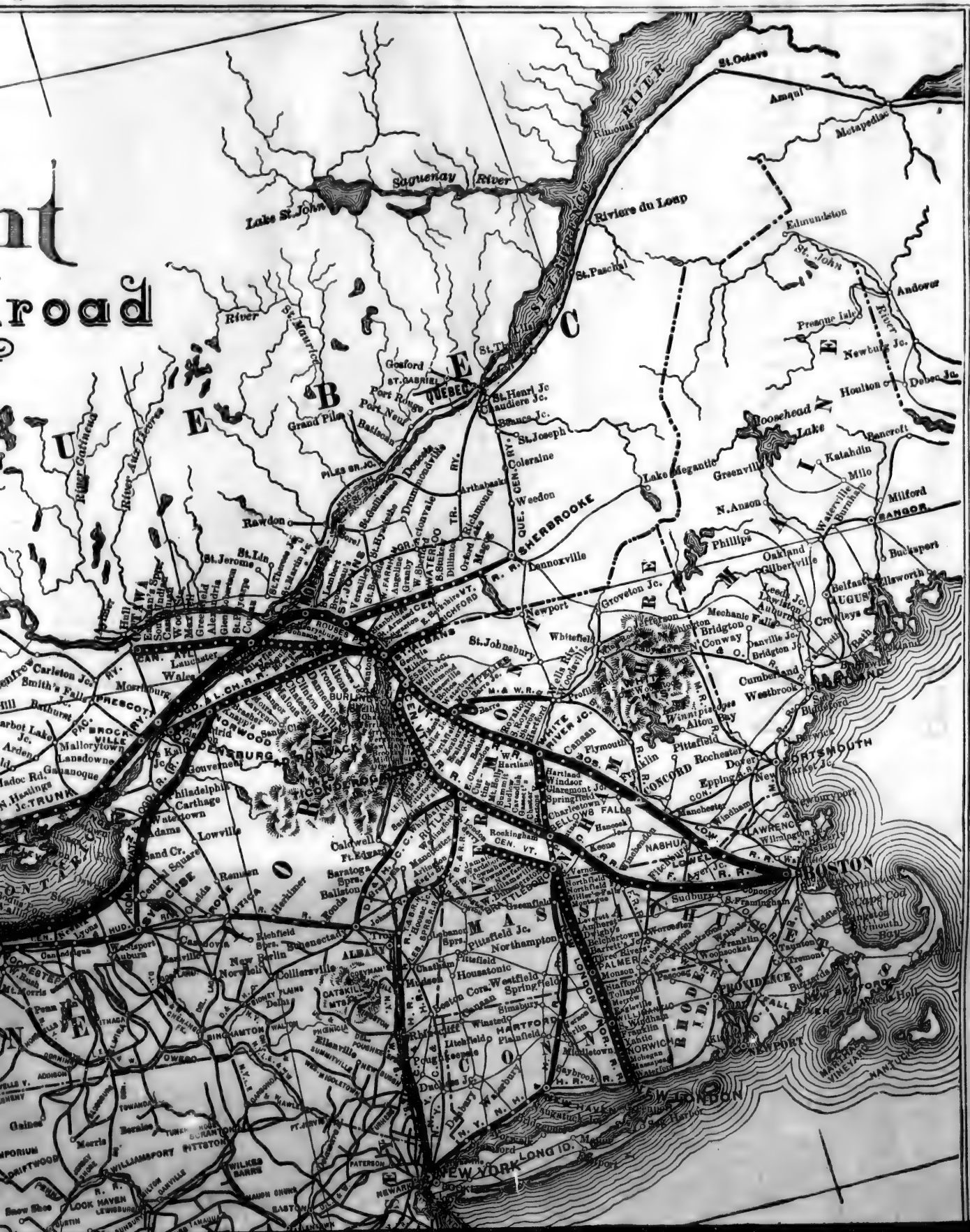
,uo.

The Central Vermont Railroad

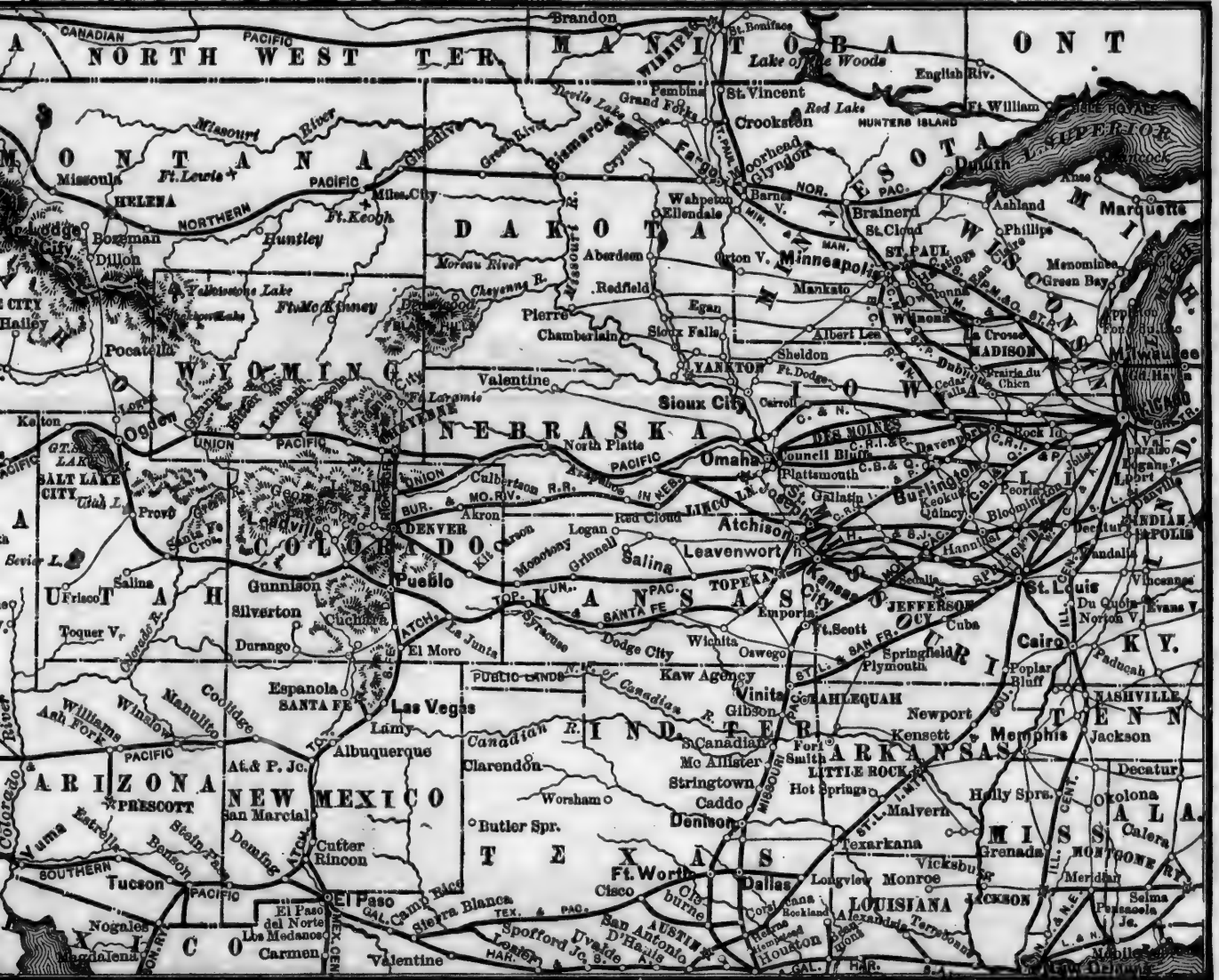
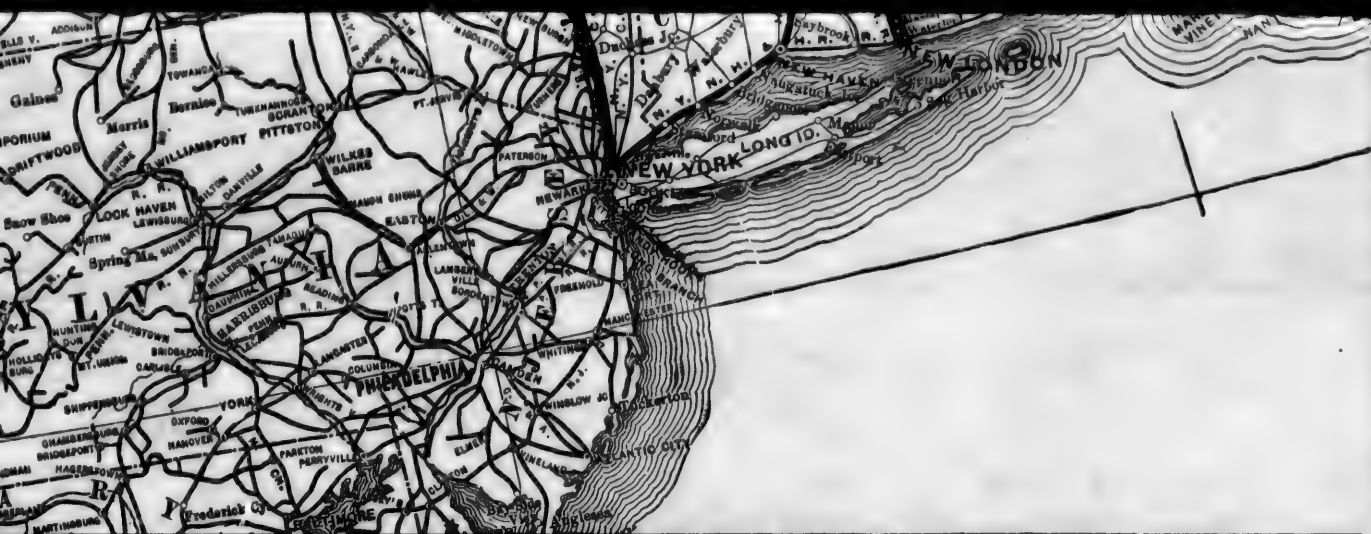
AND ITS
CONNECTIONS.

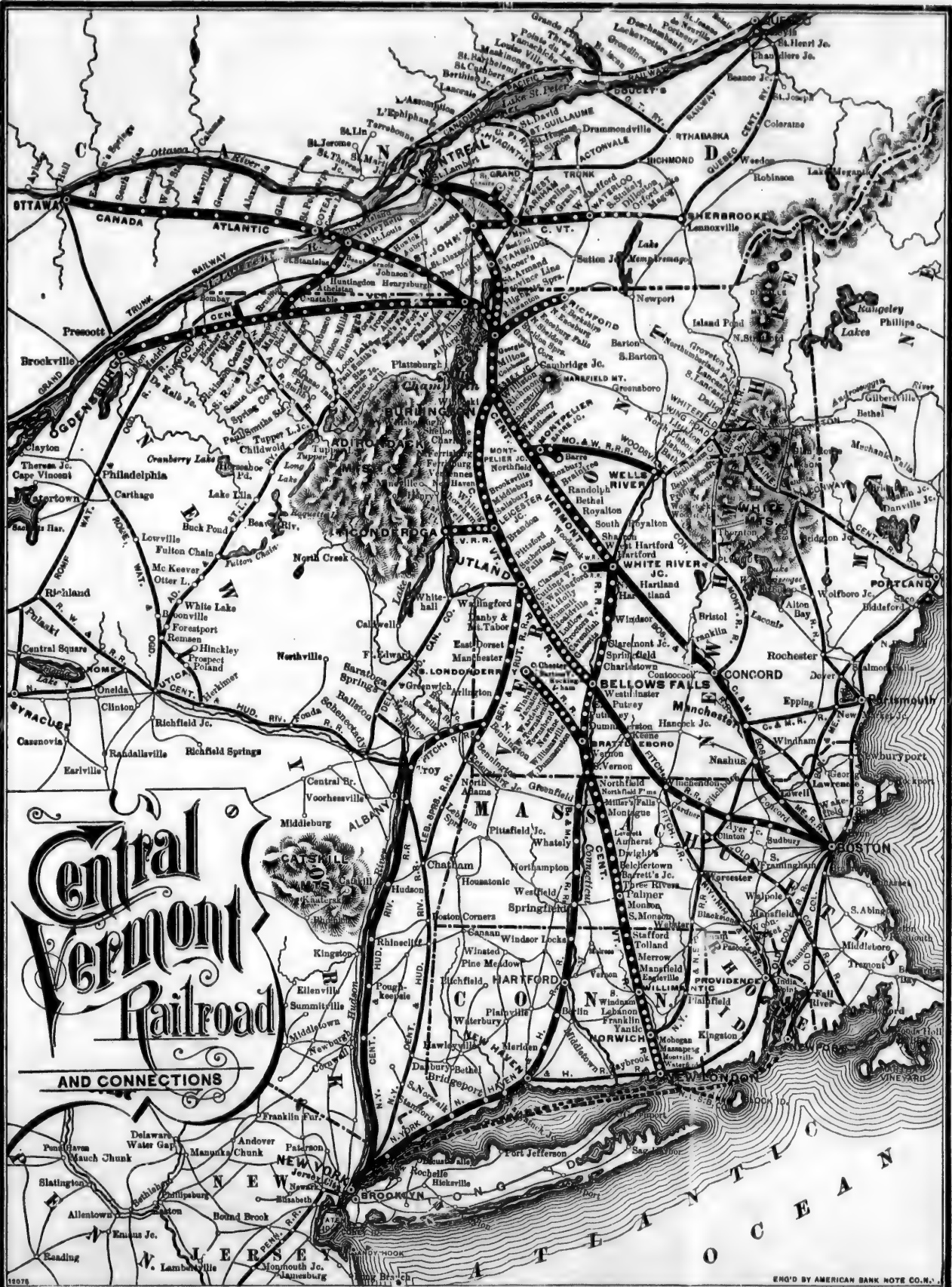


nt
road











THE CENTRAL VERMONT RAILROAD

IS THE FASHIONABLE AND SCENIC ROUTE FOR

TOURIST ▽ AND ▽ PLEASURE ▽ TRAVEL

◡ ● BETWEEN ● ◡

1000 ISLANDS, MONTREAL, BOSTON, NEW YORK

AND ALL SUMMER RESORTS IN NEW ENGLAND AND CANADA, INCLUDING THE

Green, White and
Adirondack

MOUNTAINS

Lakes Champlain & George,
Bar Harbor, Me.;
Block Island & Newport, R.I.

DOUBLE ▽ DAILY ▽ FAST ▽ EXPRESS ▽ TRAIN ▽ SERVICE,

WITH PULLMAN AND WAGNER PALACE BUFFET PARLOR AND SLEEPING CARS

BETWEEN Montreal and Boston, New York, the White Mountains,
..... Norwood, N. Y., and Portland, Me.

THROUGH THE WHITE MOUNTAINS BY DAYLIGHT.

Advantages only offered by this popular and
Old Established Route through the

SWITZERLAND OF AMERICA.


CORNWALL BROTHERS, Ticket Agents, Alexandria Bay, N. Y.

A. C. STONEGRAVE, Canadian Passenger Agent, 136 St. James St., Montreal, Que.

E. C. SMITH, St. Albans, Vt.,
President.

S. W. CUMMINGS,
Gen'l Passenger Agent.

T O THE SUMMER RESORTS
OF THE

ROCKIES

. CHOICE OF TWO ROUTES

VIA THE MISSOURI PACIFIC RAILWAY,

The Colorado Short Line, the Most Direct Route, St. Louis and Kansas City to
Pueblo, Colorado Springs and Denver, and the Principal Points in Colorado and Utah.



EQUIPPED WITH, THROUGH Pullman Buffet Sleeping Cars, Elegant Day Coaches,
Reclining Chair Cars, Seats Free.
Vestibuled Sleeping Cars, St. Louis to Denver, Cheyenne, Ogden and Salt Lake City.

For 160 page Beautifully Illustrated and Descriptive Pamphlet on the resorts of Colorado, Utah, and the Rocky Mountains, address

H. C. TOWNSEND, Gen'l Pass. and Ticket Agt., St. Louis, Mo.

WM. E. HOYT, Gen'l Eastern Pass. Agt., 391 Broadway, New York.

oad.

N OF

Clayton (to
ite, Oswego,
may be saved
coaches and
led sleeping
with palace
, Watertown
ence River—
ie Thousand
dispels the
ed for every
ction is also
> Navigation
, passing all
act that the
boats, built
cats brought
ake Ontario,

pleasant and
ie liability to
moorings at
of the Rome,
essengers are
nd to enable
rld, the time

train service
ally designed

business was
issatisfaction
aed there the
point for all
aintained by

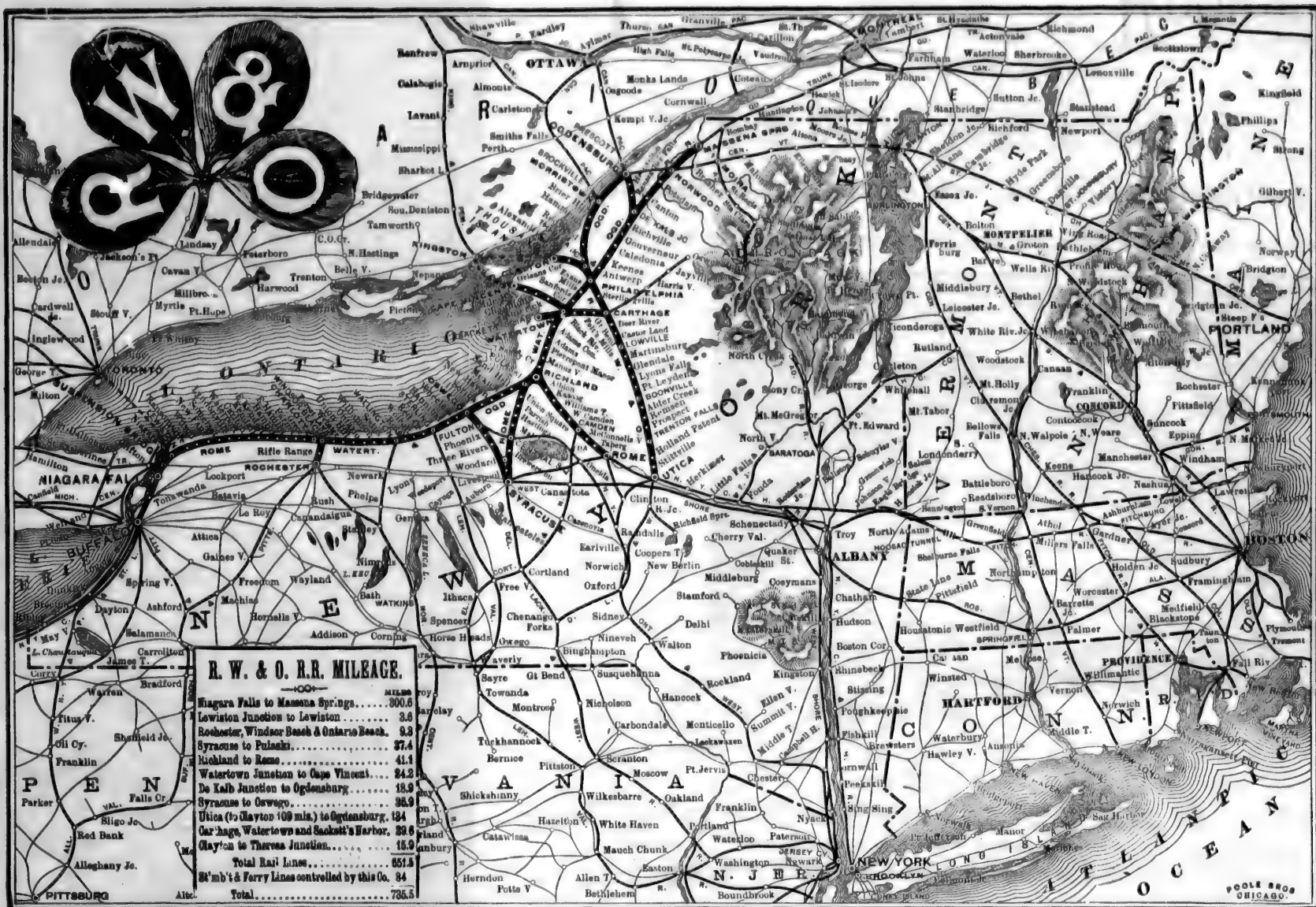
ke the Rome,
te, Syracuse,

& O. R. R., or

icuse, N. Y.

"Tourists' Ideal Route."

Great Highway and Favorite Route for Fashionable Pleasure Travel.



The Co
Pueblo, C

EQUIP

For 160 p
Rocky Mount

H. C. TOY

Great Highway and Favorite Route for Fashionable Travel

Rome, Watertown & Ogdensburg Railroad.

(N. Y. C. & H. R. R. CO. LESSEE.)

STUBBORN FACTS FOR THE CONSIDERATION OF ST. LAWRENCE RIVER PASSENGERS.

THE public is respectfully informed that by taking the Rome, Watertown & Ogdensburg Railroad to Clayton (to which points solid trains are run from Niagara Falls, Suspension Bridge, Buffalo, Rochester, Charlotte, Oswego, Syracuse and Utica), from four to twelve hours in time, and from ten to fifty miles in distance, may be saved en route to St. Lawrence River points, and Canada. These solid trains carry elegant vestibuled coaches and Wagner vestibuled buffet drawing room cars, also vestibuled smoking cars on day trains and vestibuled sleeping cars on night trains. They run direct to steamboat dock at Clayton, and make immediate connections with palace steamer "St. Lawrence,"—the queen of the fleet of seven steamboats running in connection with the Rome, Watertown & Ogdensburg Railroad, and the largest, swiftest, costliest and the most comfortable boat on the St. Lawrence River—for Round Island, Thousand Island Park, Alexandria Bay, Westminster Park, and all resorts among the Thousand Islands. The "St. Lawrence" is now equipped with a new and powerful electric search-light, which dispels the darkness of night, making it clear and bright as noon-day. Electric light excursions have been arranged for every night during the summer. First-class meals are furnished on the steamer at price of 50 cents each. Connection is also made at steamboat dock at Clayton, without transfer, with powerful steamers of the Richelieu & Ontario Navigation Company (Royal Mail Line Steamers) for Montreal, Quebec, the River Saguenay and lower St. Lawrence, passing all the Thousand Islands and Rapids of the River St. Lawrence by daylight. We wish to emphasize the fact that the steamboats running in connection with the Rome, Watertown & Ogdensburg Railroad are staunch, safe boats, built expressly for, and adapted to, the waters they navigate; that they are not old boats remodeled, nor boats brought from calm and smooth river waters, and therefore unfit for navigation on such a large body of water as Lake Ontario, liable to sudden and violent storms.

By taking the Rome, Watertown & Ogdensburg Railroad to Clayton, the traveler avoids the unpleasant and monotonous trip over Lake Ontario, with its inevitable "mal de mer" when the lake is rough, and also the liability to delays and detentions when the lake steamers haul off from their regular trips and refuse to leave their moorings at Charlotte or Oswego, on account of squalls on the lake or tempestuous weather. The fast trains of the Rome, Watertown & Ogdensburg Railroad run every day, unimpeded by squalls or stormy weather, and passengers are always certain of making connections. These trains run to Clayton expressly to avoid the lake trip, and to enable tourists and pleasure-seekers to enjoy among the Thousand Islands, the loveliest river resort in the world, the time thus gained, and which otherwise would be consumed in an uncertain and uninteresting lake passage.

The track has been relaid with steel rails, the road-bed newly ballasted with gravel and stone, and the train service has been augmented and improved by the introduction of new, heavy and powerful locomotives, especially designed to haul heavy passenger trains at a high rate of speed.

In former years, before the construction of through rail lines to the River St. Lawrence, this business was compelled to go via lake ports; but the Rome, Watertown & Ogdensburg Railroad, realizing the great dissatisfaction occasioned by people being obliged to take the lake route, extended its rail line to Clayton, and established there the central point of the St. Lawrence River Steamboat System. Clayton at once became the great objective point for all travel destined to the St. Lawrence River, and the perfect train service, with its steamboat connections, maintained by the Rome, Watertown & Ogdensburg Railroad, meets the exacting requirements of all classes of travel.

St. Lawrence River and Thousand Island Passengers will find it to their interest and comfort to take the Rome, Watertown & Ogdensburg Railroad, at Niagara Falls, Suspension Bridge, Buffalo, Rochester, Charlotte, Syracuse, Oswego, or Utica.

For time tables and information apply to any ticket agent of N. Y. C. & H. R. R., R., W. & O. R. R., or connecting lines, or correspond with

THEO. BUTTERFIELD, Gen'l Pass. Agt., Syracuse, N. Y.

A SHORT DESCRIPTION OF THE TUNNEL OF THE GRAND TRUNK RAILWAY

— PASSING THROUGH —

ST. CLAIR SUB-MARINE TUNNEL CONNECTING

CANADA AND THE UNITED STATES

BY A CONTINUOUS ALL-RAIL LINE,

**From the East to the West, via St. Clair Tunnel and Chicago,
the World's Fair City.**

THE ST. CLAIR TUNNEL has been constructed under the river of that name, at the foot of Lake Huron, for the purpose of superseding the ferry boats which have hitherto conveyed the trains of the Grand Trunk Route across that river. It will afford immense advantages to passengers, and for freight traffic, in avoiding the inconvenience of a ferry—in saving two hours of time—and in shortening the distance by about six miles. The actual tunnel, itself under the river is 6,026 feet long. It is lined throughout with solid cast iron plates, bolted together in segments, each segment being five feet long, eighteen inches wide, and two inches thick, with flanges five inches deep; the whole lining weighing together 28,000 tons. The bolts and nuts for connecting the segments together weigh 2,000,000 pounds. The permanent way through the tunnel is laid with steel rails, weighing one hundred pounds to the lineal yard. The interior diameter of the tunnel is twenty feet, and ample means have been provided for thorough ventilation, and for lighting it throughout, when required, by the electric light. The road is practically level under the river, with approaches at each end on gradients of 1 in 50. The total length of the tunnel and approaches is 11,553 feet. At the ends of the approaches are junctions with the Grand Trunk Railway on the Canadian side, and the Chicago and Grand Trunk Railway on the American side of the river. In connection with these junctions ample ground has been levelled and prepared, and shunting sidings to the extent of ten miles have already been laid on each side of the river.

The tunnel was constructed by means of heavy wrought iron shields, with sharp edges, fifteen feet three inches long, and twenty-one feet six inches in diameter. Each shield was pushed forward by 24 hydraulic rams, the barrel of each ram being eight inches in diameter, with a stroke of a little more than eighteen inches. Each ram exercised a force of 125 tons.

It is believed that the route as thus improved will offer facilities for through communication between Chicago and all points in the East, which will be appreciated by passengers and shippers. There will be no more trouble from the ice blocks or other obstructions in the river, and the best time will be made for traffic of all descriptions.

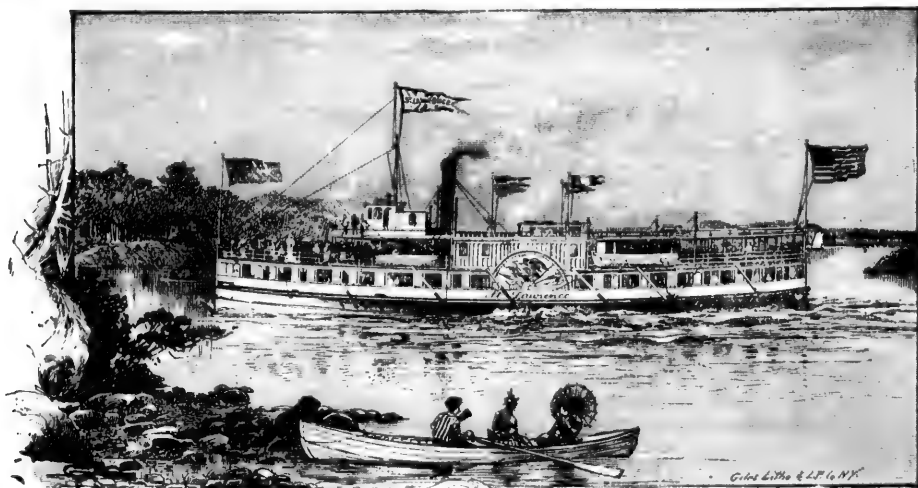
From the date when the shields were first lowered in position at the portals to the meeting of the shields in the tunnel, the time occupied in constructing the tunnel was twelve months. The cost of the tunnel is in the neighborhood of \$2,700,000.

THE "BIG THREE"

- EXCURSION TRIPS ON THE PALACE STEAMERS -

OF THE

THOUSAND ISLAND STEAMBOAT COMPANY.



No one has thoroughly seen or enjoyed the THOUSAND ISLANDS until
he has taken

FIRST. The popular Steamer "St. Lawrence's" famous "**Electric Search-Light Excursion.**"

SECOND. The "Islander's" exciting "**Island Ramble,**" giving an actual view of over **1,300 Islands**, and the only Steamer passing through the "**Lost Channel,**" against the current.

THIRD. The New Mammoth Steamer "Empire State's" beautiful and interesting "**Trip to Canada,**" to the Historical City of Kingston.

N. B. Send 2 cent stamp for Illustrated Catalogue.

. . . . CONSULT LOCAL TIME-TABLES

HOWARD S. FOLGER,
General Manager.

B. W. FOLGER, JR.,
General Passenger Agent.

CHATEAUGAY CHASM.

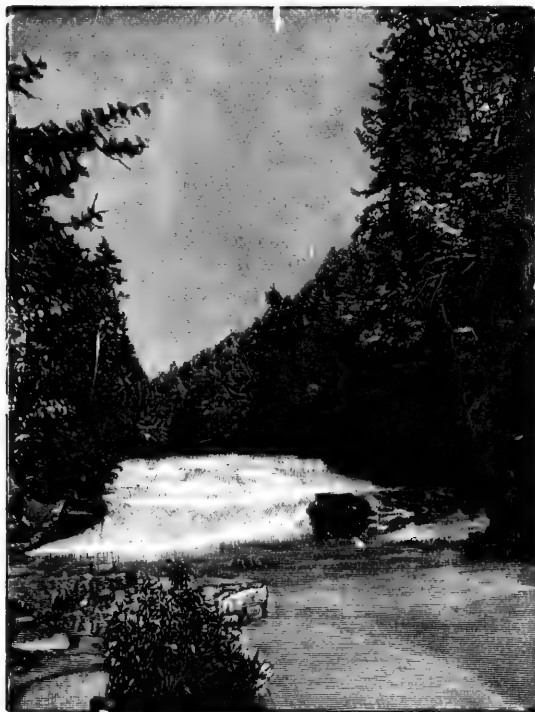
AT CHATEAUGAY.

O

This WONDERFUL FREAK OF NATURE, equal to Au Sable and Watkins Glen, has been recently made accessible to the public. Parties wishing to visit the Chasm can leave Ogdensburg in the morning, having most of the time at the Chasm, returning the same afternoon. A good hotel has been erected for the accommodation of excursion parties.

ROUND TRIP TICKETS can be had at REDUCED RATES for Chateaugay Chasm and Ralph's Upper Chateaugay Lake, upon application at the Ticket Office, Ogdensburg.

Be Sure Your Ticket Reads via O. & L. C.



Division Central Vermont Railroad.

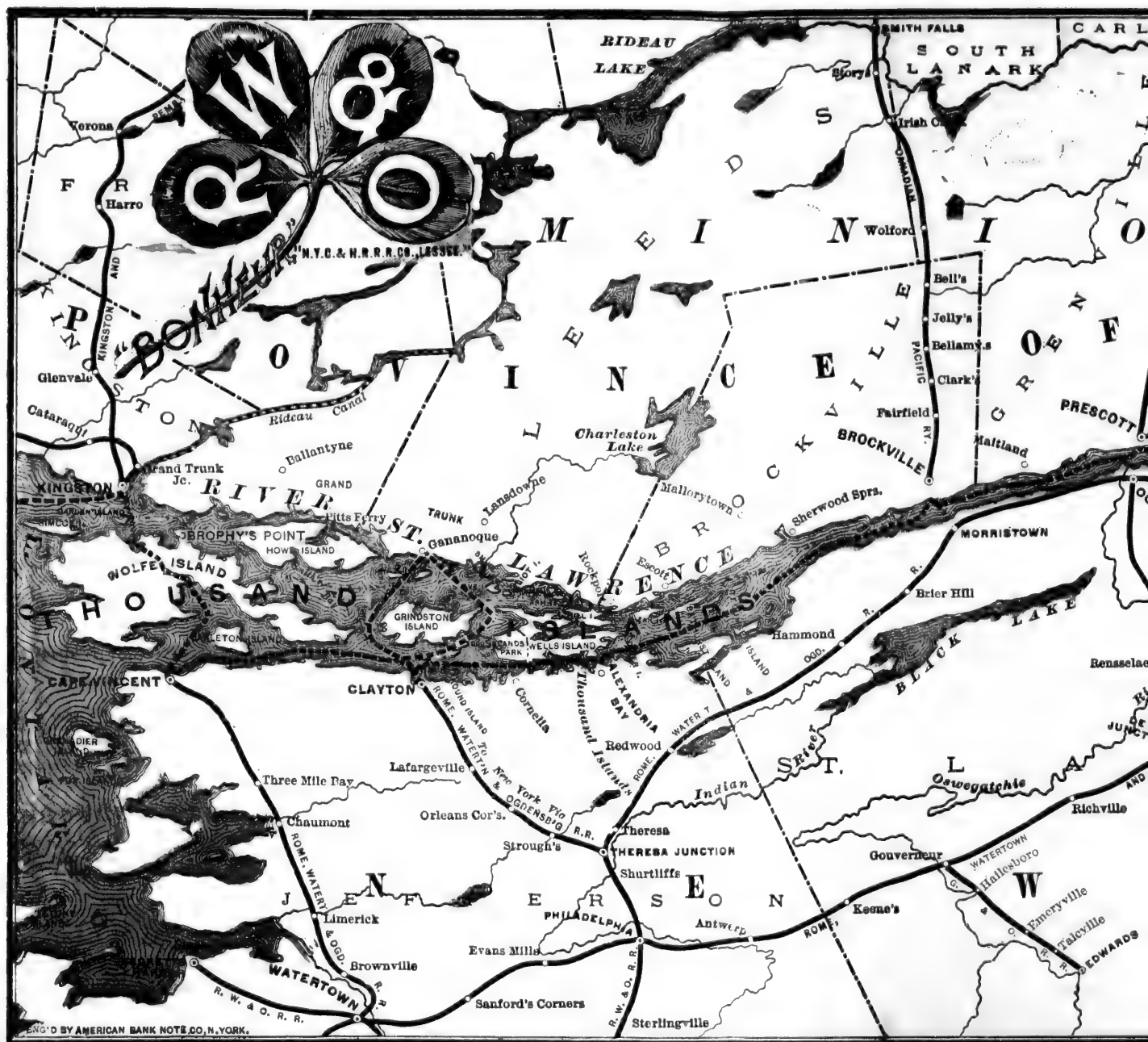
CASCADE AND BUTTRESS.

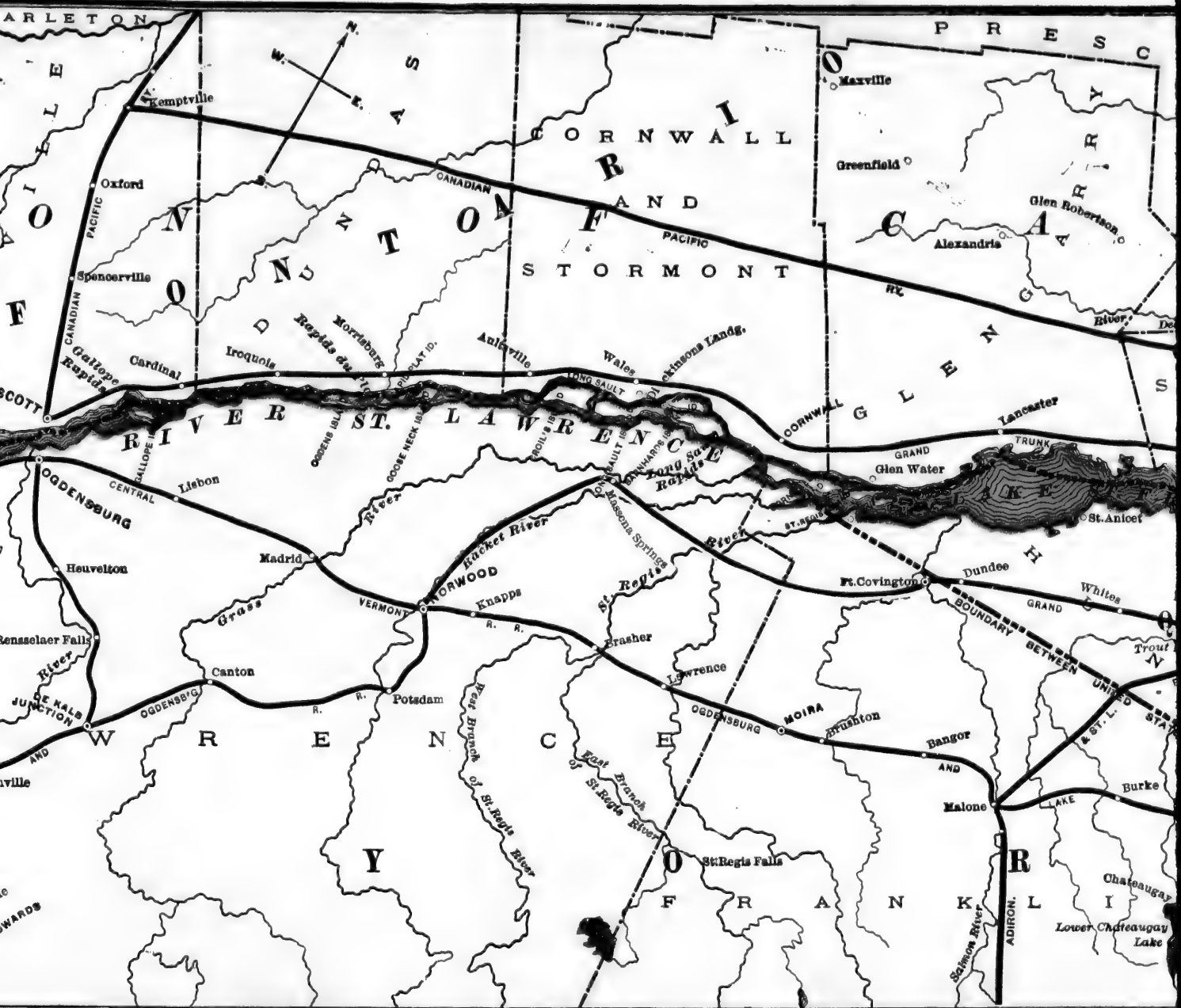
~ THIS ♪ COMPANY ♪ HAS ♪ LATELY ♪ ADDED ~

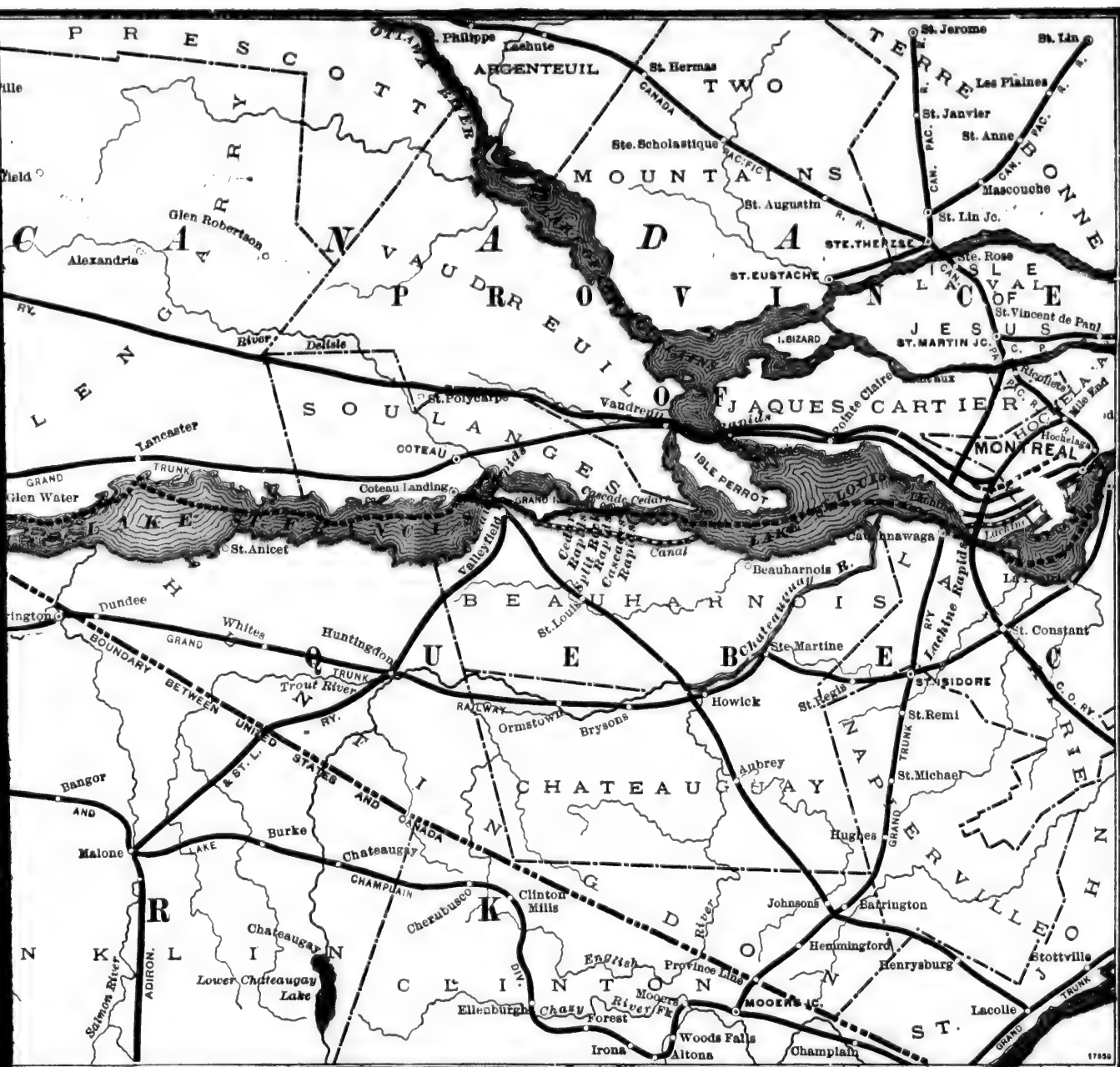
New Rolling Stock, Westinghouse Automatic Air Brakes, Miller's Patent Platform and Couplers, Steel Rails and Solid Roadbed, and every appliance for the safety and comfort of Passengers.

Cornwall Brothers, Agents, - - Alexandria Bay, N. Y.







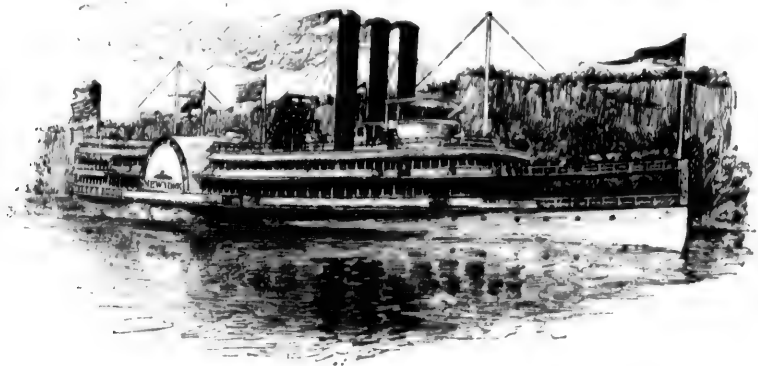




1
2
3
4
5

HUDSON RIVER BY DAYLIGHT

The Most Charming Inland Water Trip on the American Continent.



THE PALACE IRON STEAMERS
“NEW YORK” and “ALBANY,”
—OF THE—
HUDSON RIVER DAY LINE,

LEAVE NEW YORK DAILY, (except Sundays), Desbrosses Street pier, 8:40 A. M. ;
22d Street pier, 9:00 A. M. ; arriving at Albany, 6:10 P. M.

LEAVE ALBANY, foot of Hamilton Street, 8:30 A. M., arriving at New York,
22d Street pier, 5:30 P. M. ; Desbrosses Street pier, 6 P. M.

A TRIP on one of these famous steamers, on the noblest stream in the country, offers rare attractions. They are fitted up in the most elegant style, exclusively for passengers. Their great speed, fine orchestra, spacious saloons, private parlors and luxurious accommodations in every respect render them unexcelled. Handsomely appointed dining-rooms, with superior service, are on main deck, affording an uninterrupted view of the magnificent scenery for which the Hudson is noted.

THROUGH AND EXCURSION TICKETS SOLD TO
ALEXANDRIA BAY, N. Y.

SEND SIX CENTS FOR COPY OF “SUMMER EXCURSION BOOK.”

F. B. HIBBARD, General Passenger Agent,
Desbrosses St. Pier, New York,

C. T. VAN SANTVOORD,
General Manager.

CORNWALL BROS.

ALEXANDRIA BAY, Jefferson Co., N. Y.

GENERAL TICKET AGENTS TICKETS FOR Quebec, Ha-Ha Bay, Gulf
Ports, Halifax, Portland, Boston, White
Mountains, Lake Champlain, Lake George, Saratoga, New York, and all Points
East and West sold at

Lowest Excursion Rates.

Secure your Tickets before taking the Steamers and save the difference between LOCAL and
EXCURSION Rates. Baggage Checked to all Points.

ALSO DEALERS IN

DOMESTIC ^{AND} FANCY DRY GOODS, NOTIONS, CARPETS,
Hats, Caps, Clothing, Boots and Shoes, Groceries,
Fishing Tackle, Hardware, Crockery, Paints, Oils, Etc.

They pay CASH for all their purchases, thereby getting the benefits of all
discounts, which enables them to sell goods CHEAP. They have also a

CUSTOM TAILORING DEPARTMENT,

In charge of one of the Best and most Experienced Cutters in the country.

CAMP AND ISLAND SUPPLIES AND FANCY GROCERIES
THEY MAKE A SPECIALTY.

They employ experienced and courteous salesmen, who do not consider it any trouble to show goods.

ALL ARE CORDIALLY INVITED TO CALL AND SEE THEM.

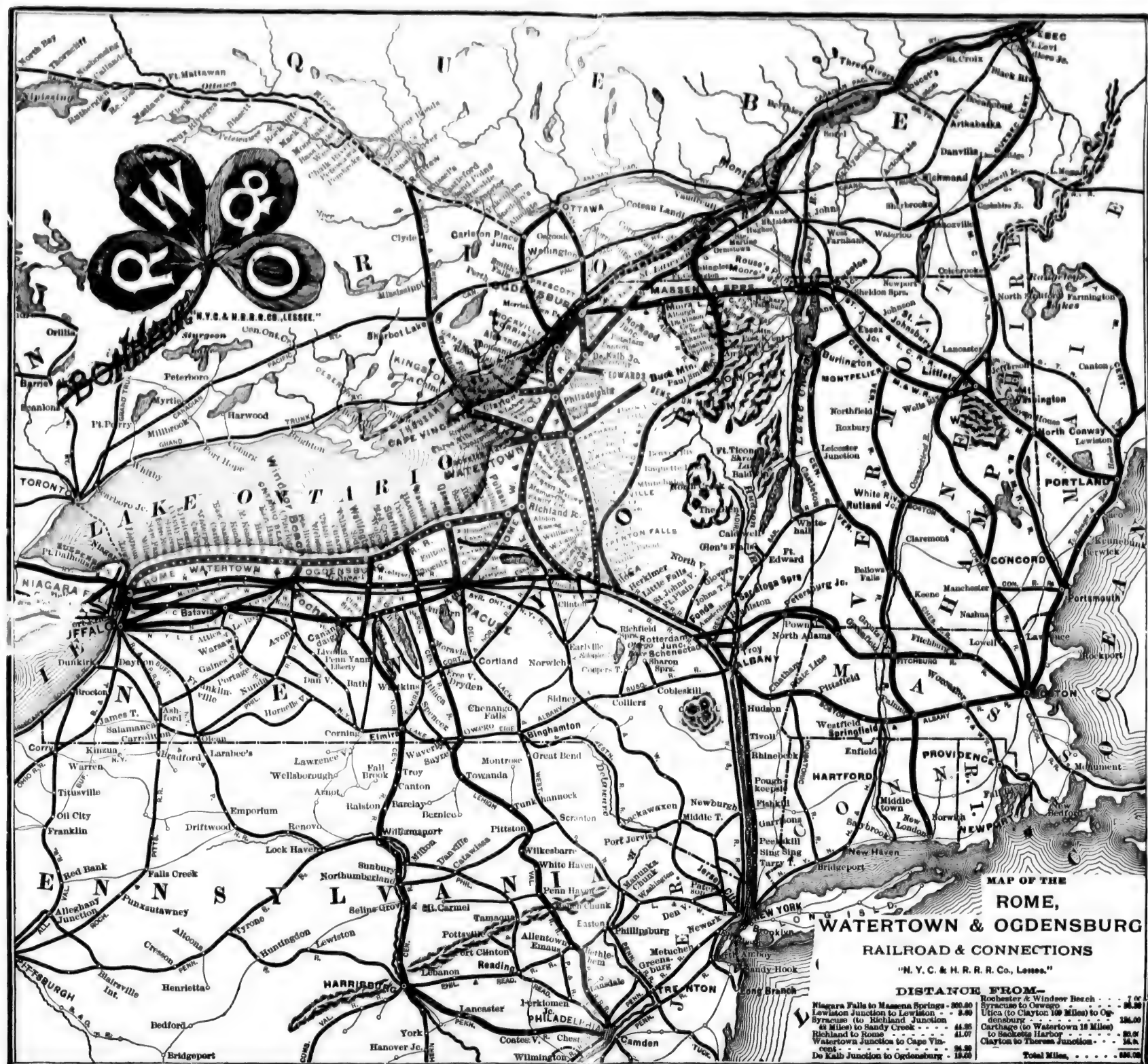
and 100 days in a year with almost no shipping and, and thus in a solid
 and without any contact with the rest of the world. The only way to
 reach them is by a long and difficult journey, passing through the



ST. LAWRENCE STEAMBOAT EXPRESS, The Tourist's Favorite Train, leave direct to steamboat dock at Clayton Montreal, Quebec and River Saguenay, leaving Clayton 6:00 a.m., arriving Alex. Rapids of the St. Lawrence River by daylight.

The Tourist's Favorite Train, leaves Montreal daily 8.10 p.m., with elegant New Sleeping Cars, and runs as a solid train direct to steamboat dock at Clayton without any transfer with steamers of Richelieu & Ontario Navigation Co. for Kingston 6 a.m., arriving Alexandria Bay 10 a.m., Montreal 6.30 p.m., passing all the Thousand Islands and running all the

The Great Highway and Favorite Route for Fashionable Pleasure Travel

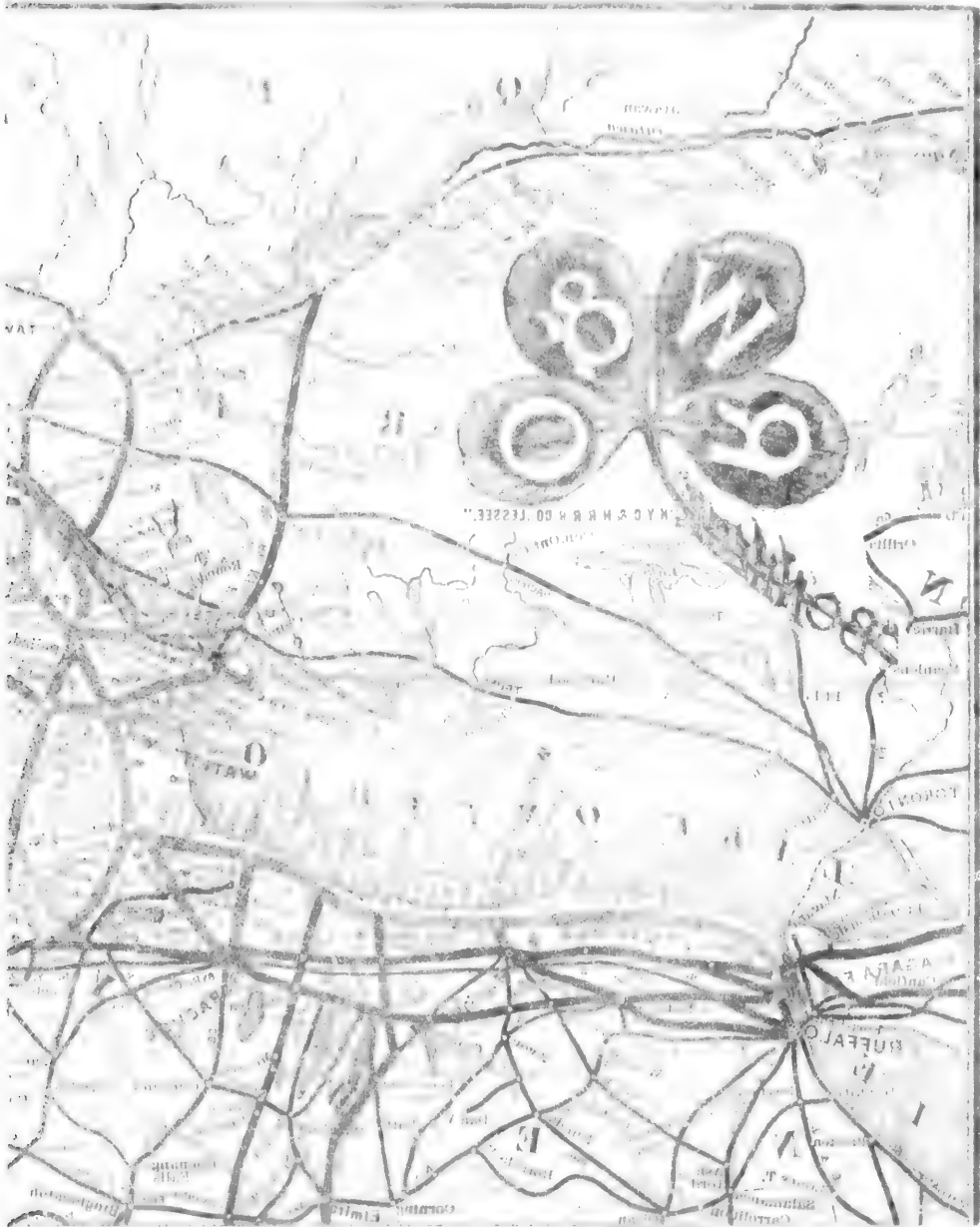


Niagara Falls, White Mountains, Portland and Bar Harbor Line Fast Express.

Niagara Falls, White Mountains, Portland and Bar Harbor Line Fast Express, with Wagner Palace Car Co.'s new Buffet Sleeping Cars from Niagara Falls to Portland, Me., without any change or delay. Leaves Niagara Falls 8.10 p.m. daily, except Saturday, arrives Fabyans 4.25 p.m., Portland 8.00 p.m. This train runs through the heart of the White Mountains and through the famous White Mountain Notch. It makes immediate connections for all resorts among the White Mountains, and at Portland for Bar Harbor, Old Orchard Beach, Kennebunk, and New England Sea-shore Resorts.

ST. LAWRENCE STEAMBOAT EXPRESS

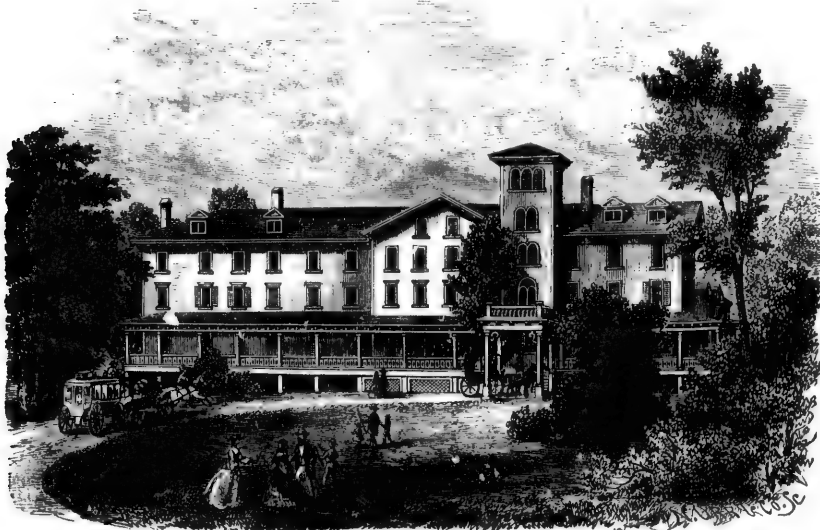
The famous "Lawrence" from Lake Ontario, Quebec and River Saguenay leaving Quebec at 10:00 a.m., arriving Alexandria B. Rapids of the St. Lawrence River by daylight.



TRENTON FALLS AND MOORE'S HOTEL.

TRENTON FALLS,

Situated on the line of the U. & B. R. R. RR., 18 miles from Utica and 102 miles from Alexandria Bay, is one of the **Most Delightful of Summer Resorts.** The romantic beauty of the place, with its rock-bound and tree-embowered stream, its rushing and picturesque falls, its retired and shady walks, is unsurpassed. Besides, the air and water there are the purest. It is reached by a few minutes' ride from Utica on the cars, and it has a Hotel of **NATIONAL REPUTATION.**



MOORE'S HOTEL.

Is a very spacious three story building, with long and wide piazzas, attractive rooms, and a most genial and accomplished host. The Hotel has a front of 136 feet, piazza is 12 feet wide, a dining room 60 by 30 feet, large and well-ventilated Suites of rooms, a table supplied with all the dainties of the season, served in the best style—in fact all the **LUXURIES** of a

First-Class Watering Place Hotel.

MR. MOORE has been to great trouble and expense in building stairways, laying out the beautiful grounds, and making arrangements for perfect security in visiting the wild falls and chasms of the stream. His hotel is also

An Art Gallery of Great Interest.

Tourists and Pleasure Seekers Should Not Overlook This Charming Summer Resort.

Passengers en route to or from Alexandria Bay via Utica & Black River RR. have the privilege of stopping off at Trenton Falls, and resuming the trip at their pleasure.



—OPERATING MAGNIFICENT SIDE WHEEL STEAMERS

“STATE OF NEW YORK”

..... AND

“STATE OF OHIO,”

—————FORMING A—————

DAILY LINE between BUFFALO and CLEVELAND

Commencing with Opening of Navigation, about April 1st.

DAILY TIME TABLE—Sunday Included.

Leave Buffalo	-	-	7:30 P. M.		Leave Cleveland	-	-	7:00 P. M.
Arrive Cleveland	-	-	8:30 A. M.		Arrive Buffalo	-	-	8:30 A. M.

EASTERN STANDARD TIME.

Take the “C. & B. Line” Steamers and enjoy a refreshing night’s rest when en route to **Cleveland, Columbus, Cincinnati, Toledo, Indianapolis, Chicago, Detroit, Mackinac Island, Northern Lake Tourist resorts**, or any Ohio, Indiana, or southwestern point.

Send 4 cents postage for Tourist Pamphlet.

W. F. HERMAN, Gen’l Pass. Agt.,

T. F. NEWMAN, Gen’l Manager,
CLEVELAND, O.

ASK QUESTIONS.

WHEN a piano manufacturer tells you his pianos are the best and that no others are worth considering, ask questions.

**ASK HIM
"WHY?"**

As a matter of fact most pianos are good. The makers would be foolish to do other than their best. The differences between them are small, **But Small Things Are Very Important.**

It is by excelling in many little things that the **WESER PIANO** is lifted above the common mediocrity of pianodom. Maybe it's the greater elasticity of the hammers, our new duet desk, or our practice pedal—both patented—which altogether make so many artists persist in having the Weser Piano.

TALK TO US ABOUT IT.

ASK US QUESTIONS.

WRITE FOR CATALOGUE.

OVER 19,000 IN USE.



FACTORY and OFFICE: 524, 526 & 528 West 43d Street, New York.

WESER BROS., Manufacturers of PIANOS,

THE SHORTEST, QUICKEST

AND BEST ROUTE TO THE —

NEW YORK Thousand CENTRAL



· R · R ·

Islands

SPECIAL TRAINS run through without change between New York and Clayton by this Line, **Every Morning and Evening**, connecting directly at Clayton with Steamers to and from Alexandria Bay and all Thousand Island Resorts; also with Richelieu & Ontario Navigation Company's Steamers for Montreal, Quebec and River Saguenay, passing all the Thousand Islands and the Rapids of the St. Lawrence by daylight.

The Adirondack Mountains

Can be reached from Clayton, via Remsen, and the Rome, Watertown & Ogdensburg and New York Central Lines. All through trains stopping at **Remsen** for Direct connection, placing these two great resorts within easy access one of another.

A copy of the Illustrated Catalogue of the "**FOUR-TRACK-SERIES**"—New York Central Books and Etchings, will be mailed free, postpaid, to any address in the world on receipt of two 2-cent stamps, by

GEORGE H. DANIELS, Gen'l Passenger Agt., Grand Central Station, New York.



HIGHLANDS OF THE HUDSON RIVER ON
THE NEW YORK CENTRAL.

UNION

John Brown

CLINTON

CLAYTON

I. D.

E

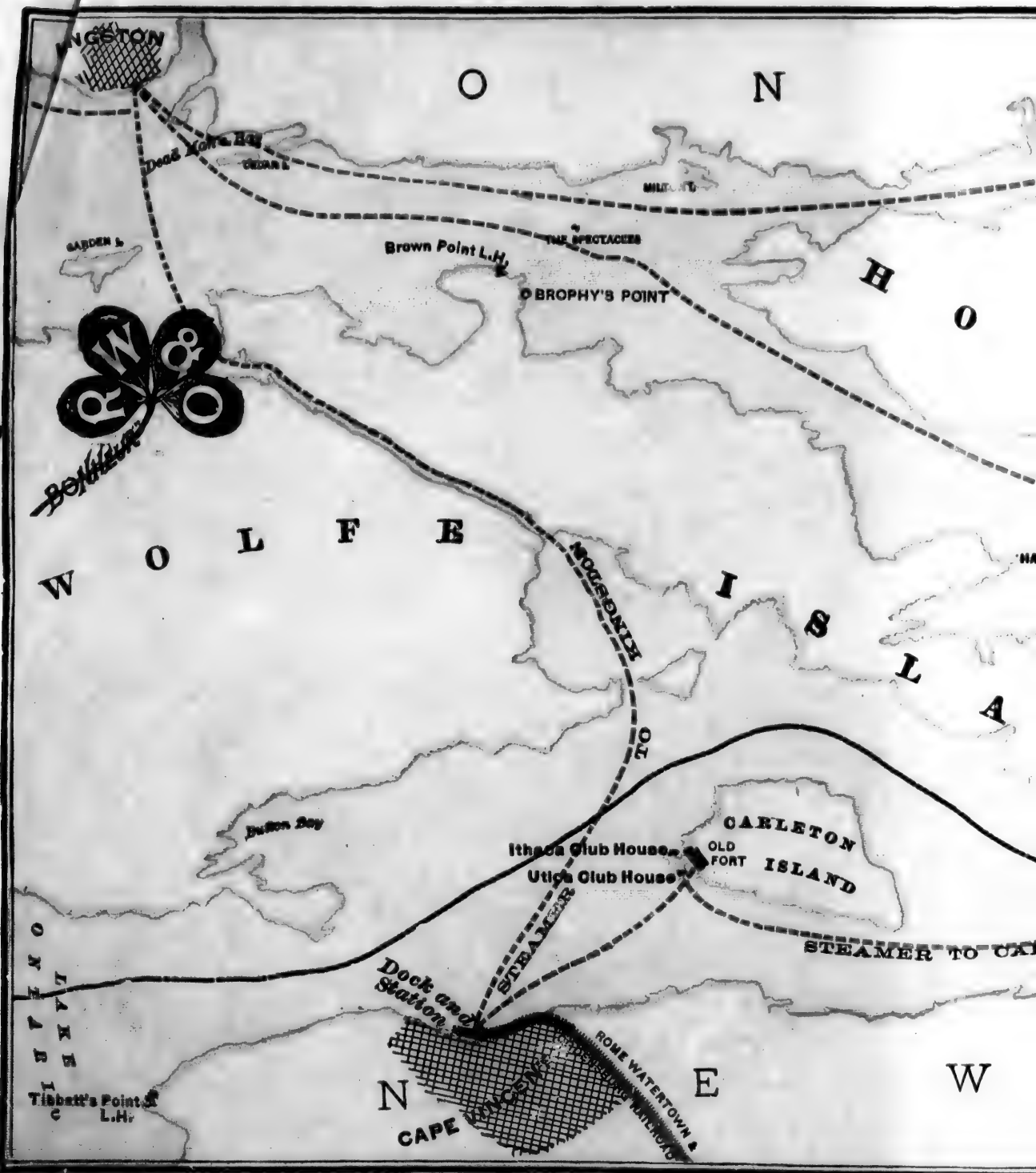
H

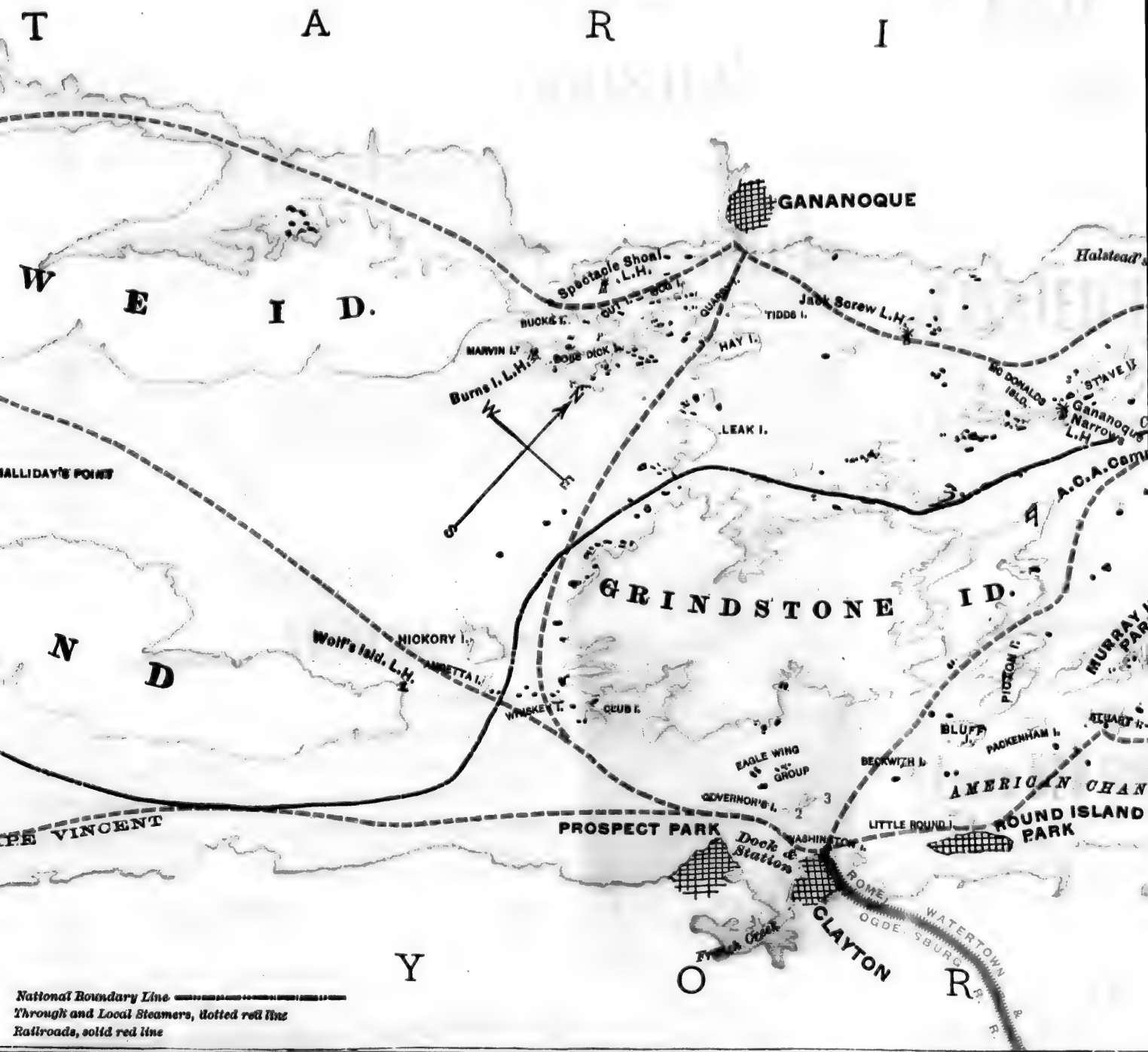
D

N

Y

Copyright 1900 by the
American Book Company





Rome Watertown & C.

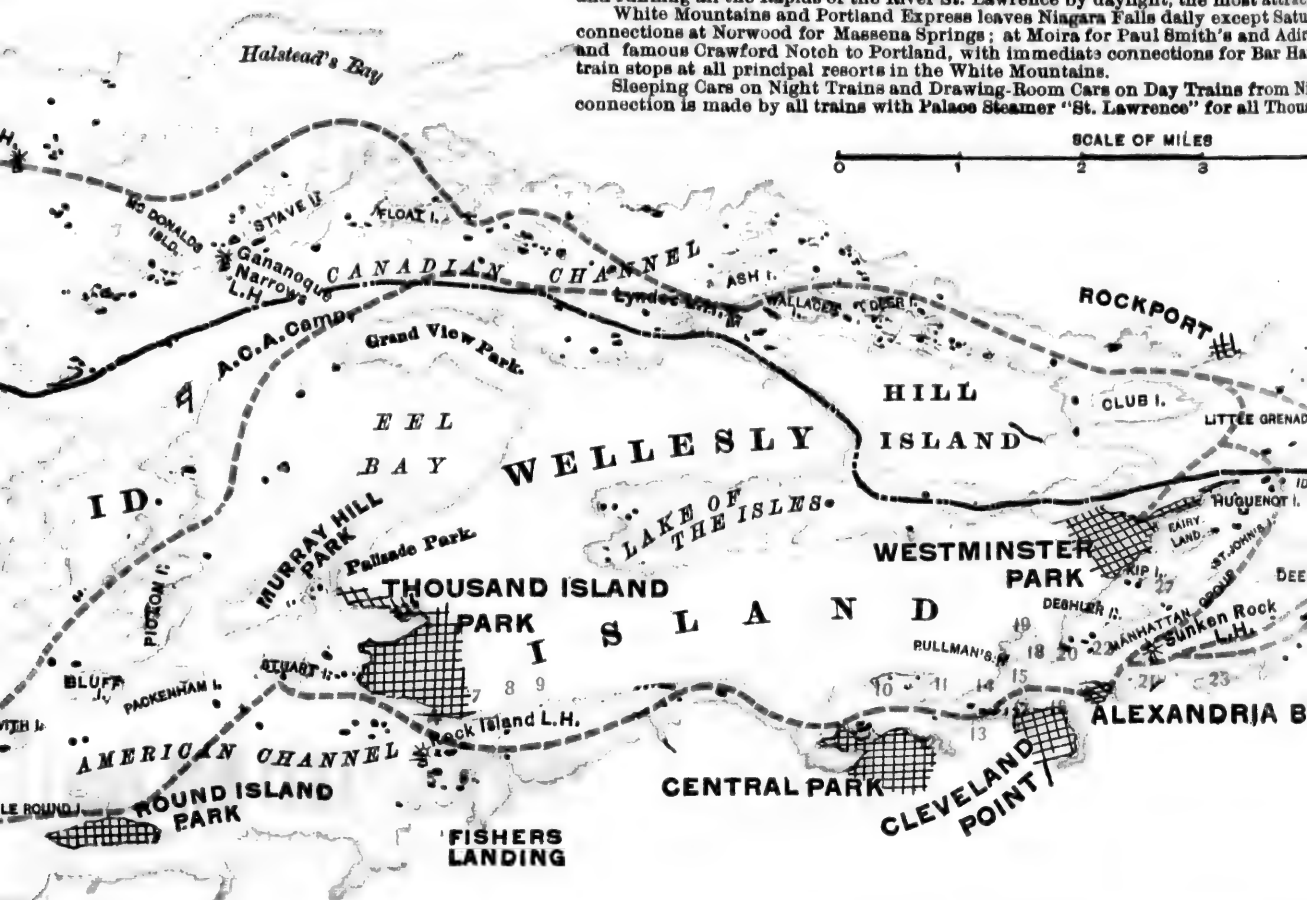
The Tourist's

N.Y.C. & H.R.

THE ONLY ALL-RAIL ROUTE TO THE GREAT HIGHWAY AND FAVORITE ROUTE

Solid Trains with Elegant Sleeping Cars leave Niagara Falls daily 8.10 p. m. for Alexandria Bay with powerful steamers of Richelieu & Ontario Navigation Co. for Alexandria Bay and running all the Rapids of the River St. Lawrence by daylight, the most attractive route to the White Mountains and Portland Express leaves Niagara Falls daily except Saturdays at Norwood for Massena Springs; at Moira for Paul Smith's and Adirondack and famous Crawford Notch to Portland, with immediate connections for Bar Harbor. Train stops at all principal resorts in the White Mountains.

Sleeping Cars on Night Trains and Drawing-Room Cars on Day Trains from Niagara Falls connection is made by all trains with Palace Steamer "St. Lawrence" for all through routes.



LOCAL DISTANCES.

	MILES
Cape Vincent to Carlton Island.....	2
" " " Prospect Park.....	13
" " " Clayton.....	14
" " " Round Island.....	16
" " " Thousand Island Park.....	18
" " " Fisher's Landing.....	20

	MILES
Cape Vincent to Alexandria Bay.....	26
" " " Kingston.....	10
" " " Gananoque.....	15
Alexandria Bay to Westminster Park.....	1
" " " Rockport.....	3
" " " Central Park.....	2

Travellers' Ideal Route.

N. Y. & OGDENSBURG RAILROAD.

H. R. R. R. CO. LESSEE

IDEAL ROUTE TO THE THOUSAND ISLANDS.

BEST ROUTE FOR FASHIONABLE PLEASURE TRAVEL.

Leave at 8.10 p. m. for Thousand Islands, making immediate connections at Clayton without transfer, Alexandria Bay, Montreal, Quebec and the River Saguenay, passing all the Thousand Islands the most attractive trip in the world.

Leave except Saturday at 8.10 p. m. with through Sleeping Cars Niagara Falls to Portland, making connections at Montreal for the Adirondack resorts, and running through the heart of the Mountains via Fabyan's route for Bar Harbor, Old Orchard, Kennebunkport and all Sea Coast resorts of Maine. This

Trains from Niagara Falls, Rochester, Syracuse and Utica to Clayton (Thousand Islands); where connections for all Thousand Island Resorts.



ALEXANDRIA BAY

Names of Points indicated by Figures in Red.

1. Carlton Island
2. Governor's Island.....Ex-Lieut.-Gov. T. G. Alvord.
3. Calumet Island.....Mr. Chas. G. Emery, New York.
4. Rock Island Light-House, head of American Channel.
5. { Occident and Orient.....E. R. Washburn, New York.
6. { Isle of Pines.....Mrs. E. N. Robinson, New York.
7. Frederick Island.....C. L. Fredericks, Carthage, N. Y.
8. Wellaley House.
9. Waving Branches { Rev. Goodrich, Lafargeville, N. Y.
Arthur Hughes, Stone Mills, N. Y.
Frederick Smith, Watertown, N. Y.
L. S. Alsoworth, Watertown, N. Y.
10. Jolly Oaks. { Prof. A. H. Brown, Carthage, N. Y.
N. D. Ferguson,
John Norton,
Hon. W. W. Butterfield, Redwood, N. Y.

Names of Points indicated by Figures in Red.

10. Island Royal.....Royal E. Deane, New York.
11. Seven Isles.....Bradley Winslow, Watertown, N. Y.
12. Point Vivian; Resot Tozer, J. J. Kinney, Dr. Jones, Geo. Jones, William Cooper, and others, Stone Mills, New York.
13. Bella Vista Lodge.....F. J. Bosworth, Newport, R. I.
14. Comfort Island.....A. E. Clark, Chicago.
15. Warner Island.....H. H. Warner, Rochester, N. Y.
16. Cherry Island.....{ A. B. Pullman, Chicago.
G. B. Marsh,
17. Wau Winet.....C. E. Hill, Chicago.
18. Nobby Island.....H. R. Heath, New York.
19. Welcome Island.....S. G. Pope, Ogdensburg.
20. Linlithgow Island.....R. A. Livingston, New York.
21. Bonnie Castle.....Holland Estate.
22. Isle Imperial.....Mrs. H. G. Le Conte, Philadelphia.
23. Point Marguerite.....E. Anthony, New York.
24. Sport Island.....Packer Estate.
25. { Summerland Group.
26. {
27. Manhattan Group.

deal · Route · OGDENSBURG RAILROAD ·

R · CO · LESSEE

TO THE THOUSAND ISLANDS. THE FOR FASHIONABLE PLEASURE TRAVEL.

Thousand Islands, making immediate connections at Clayton without transfer, Montreal, Quebec and the River Saguenay, passing all the Thousand Islands five trip in the world.

Monday at 8.10 p. m. with through Sleeping Cars Niagara Falls to Portland, making on-dock resorts, and running through the heart of the Mountains via Fabian's Harbor, Old Orchard, Kennebunkport and all Sea Coast resorts of Maine. This

Niagara Falls, Rochester, Syracuse and Utica to Clayton (Thousand Islands), where and Island Resorts.

Alexandria Bay to Montreal 140 Miles



Alexandria Bay to Ogdensburg 92 Miles

Names of Points Indicated by Figures in Red.

1. Carlton Island
2. Governor's Island..... Ex-Lieut. Gov. T. G. Alvord.
3. Calumet Island..... Mr. Chas. G. Emery, New York.
4. Rock Island Light-House, head of American Channel.
5. Occident and Orient..... E. R. Washburn, New York.
6. Isle of Pines..... Mrs. E. N. Robinson, New York.
7. Frederick Island..... C. L. Fredericks, Carthage, N. Y.
7. Wellaisy House.
8. Waving Branches { Rev. Goodrich, Lafargeville, N. Y.
Arthur Hughes, Stone Mills, N. Y.
Frederick Smith, Watertown, N. Y.
L. S. Alsworth, Watertown, N. Y.
9. Jolly Oaks. { Prof. A. H. Brown, Carthage, N. Y.
N. D. Ferguson, " "
John Norton, " "
Hon. W. W. Butterfield, Redwood, N. Y.

Names of Points Indicated by Figures in Red.

10. Island Royal..... Royal E. Deane, New York.
11. Seven Isles..... Bradley Winslow, Watertown, N. Y.
11. Point Vivian; Resort Tozer, J. J. Kinney, Dr. Jones, Geo. Jones, William Cooper, and others, Stone Mills, New York.
13. Bella Vista Lodge..... F. J. Bosworth, Newport, R. I.
14. Comfort Island..... A. E. Clark, Chicago.
15. Warner Island..... H. H. Warner, Rochester, N. Y.
16. Cherry Island..... { A. B. Pullman, Chicago.
G. B. Marsh, " "
17. Wau Winet..... C. E. Hill, Chicago.
18. Nobby Island..... H. R. Heath, New York.
19. Welcome Island..... S. G. Pope, Ogdensburg.
20. Linnithgow Island..... R. A. Livingston, New York.
21. Bonnie Castle..... Holland Estate.
22. Isle Imperial..... Mrs. H. G. Le Conte, Philadelphia.
23. Point Marguerite..... E. Anthony, New York.
24. Sport Island..... Packer Estate.
25. Summerland Group.
26. Manhattan Group.

PEOPLE'S EVENING LINE STEAMERS.

DREW AND DEAN RICHMOND.

Capt. S. J. ROE.

Capt. J. H. MANVILLE.

LIGHTED THROUGHOUT WITH ELECTRICITY

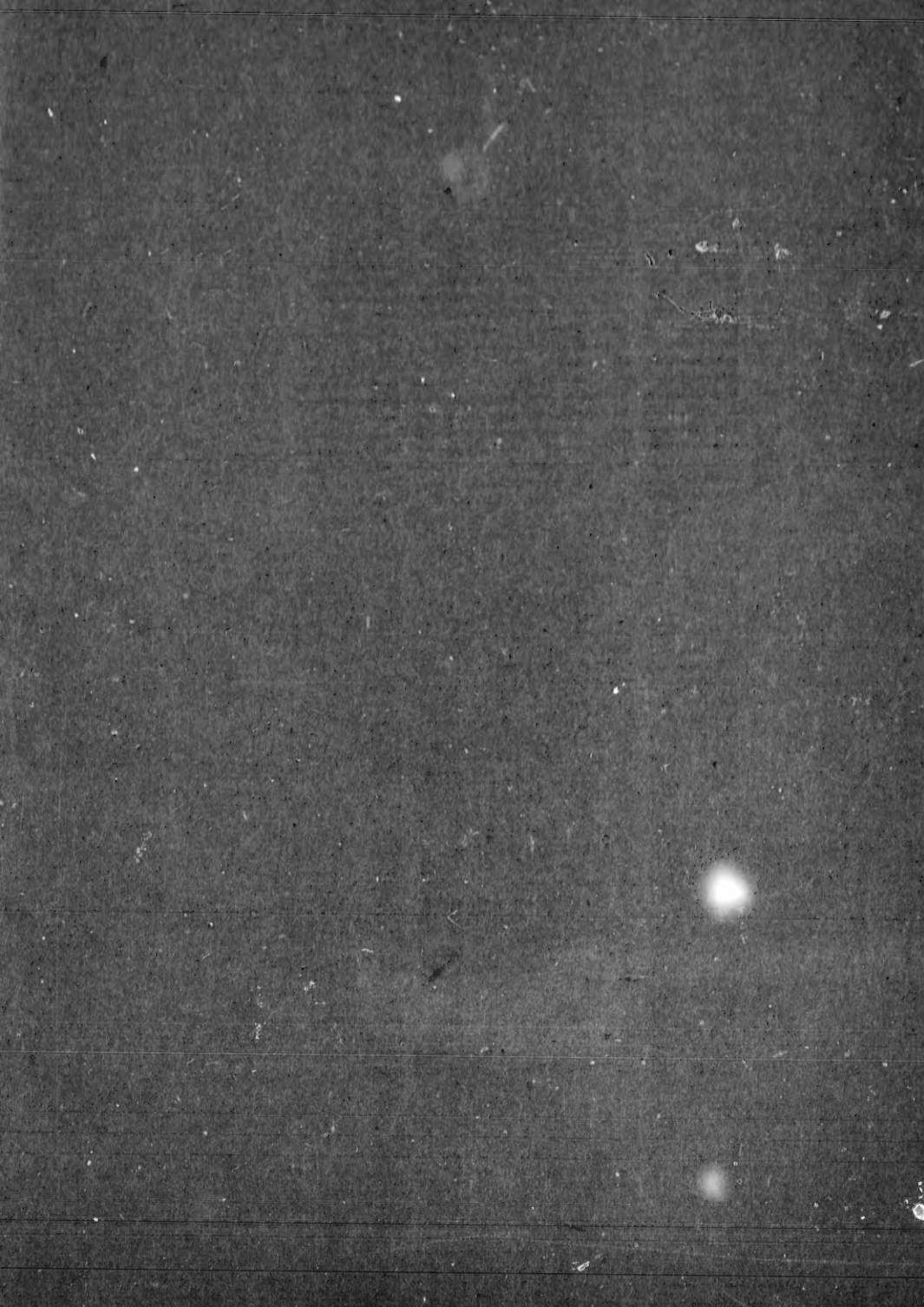
Leave ALBANY for NEW YORK Every Week Day at 8 P. M., or on arrival
of Trains from the North, East and West.

Tickets sold at Stations of the Rome, Watertown & Ogdensburg RR., N. Y. C. & H. R. RR., West Shore RR., and
Connecting Lines via the People's Line Steamers, for
all Points South. Baggage Checked Through.

Leave NEW YORK for ALBANY Every Week Day from Pier 41, North
River, foot of Canal Street, at 6 P. M.,
arriving at Albany next morning, connecting with trains of the New York Central
RR., Rome, Watertown & Ogdensburg RR., for the West and Thousand Islands,
D. & H. C. Co.'s roads for Saratoga, Lake George, Lake Champlain and Adiron-
dacks; also, Howe's Cave, Sharon Springs and Cooperstown.

J. H. ALLAIRE,
Gen'l Ticket Agent, New York.

M. B. WATERS,
Gen'l Passenger Agent, Albany.



THE CROSSMON.

